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JULES HONE Jr.
City Passenger, Freight & Steamship Agent
CANADIAN PACIFIC RY.
30 St. John Street, Corner Palace Hill,
and 46 Dalhousie Street,
QUEBEC, P.Q.

JULES HONE, Jr.
City Passgr. & Freight Agent
Canadian Pacific Ry.
QUEBEC, P.Q.

British Columbia

1904

CANADIAN PACIFIC RAILWAY
The Minneapolis, St. Paul & Sault Ste. Marie Railway;
The Duluth, South Shore & Atlantic Railway,
AND CONNECTIONS.

EASTERN LINES AND CONNECTIONS OF THE
CANADIAN PACIFIC RAILWAY,
The Minneapolis, St. Paul & Sault Ste. Marie Railway,
and the Duluth, South Shore & Atlantic Railway.

British Columbia

Canada's Most Westerly Province

Its Position, Advantages, Resources and Climate

NEW FIELDS FOR

Mining, Farming, Lumbering, Fruit Growing and Ranching

REACHED BY THE

Canadian Pacific Railway.

A HANDBOOK OF TRUSTWORTHY INFORMATION.

1904

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BRITISH COLUMBIA

Canada's Prosperous Province on the Pacific Coast

British Columbia is the most westerly province of the Dominion of Canada, and lies immediately to the north of the American States of Washington, Idaho and Montana, the 49th parallel of north latitude forming the international boundary, and with the summit of the Rocky Mountains separating it from the district of Alberta in the Northwest Territories on the east. The province extends northerly to the 60th degree of north latitiude. Between latitude 54 degs. and 60 degs. it occupies the whole country between the sea coast and 120 degs. west longitude, with the exception of a narrow strip along the coast that belongs to Alaska. Included within its limits are Vancouver Island and Queen Charlotte Islands and a large portion of the archipelago of the Pacific. The province has a length of about 700 miles, with an average width of 450, embracing an area of 383,300 square miles.

British Columbia is one of the richest and most richly endowed provinces of the Dominion, and one abounding in the most varied natural resources, and is Canada's great western outlet to Japan, China and the Orient, in general, to Hawaii, Fiji, New Zealand and Australia to the whole North Pacific Coast, as well as to the famed gold basin of the Yukon, which lies directly to the north of it. Its trade is increasing annually, and, through its excellent means of communication with all parts of the globe, has already reached gratifying dimensions. The high commercial and political importance the province has attained is permanently assured by its commanding geographical position, which bears a somewhat similar relation to a large portion of the North American continent that Great Britain does to Europe for the trade of the world. The wealth of its mines, forests, waters and soil is practically illimitable, each succeeding year demonstrating the marvellous richness of its varied resources.

British Columbia is a mountainous country, abounding in mineral wealth, with valleys of splendid arable and pasture lands, magnificent forests and numberless waterways. Its timber is unequalled in quality,

quantity and variety; its numerous gold, copper, silver-lead and coal mines already working or under process of development, and the wide extent of partly unexplored territory denote vast areas of mineral wealth; its fertile valleys indicate great agricultural, horticultural and fruit growing possibilities; its waters contain untold quantities of the most valuable fish. These, combined, give British Columbia a wealth that few countries possess. While large tracts, especially in the northern part, are practically unexplored, the southern, central and coast portions of the province are entering upon a prosperous era through the rapid development of their boundless resources, which is now rendered possible by the increased transportation facilities afforded for land and water travel by the Canadian Pacific Railway Company. Few countries have shown as great progress during recent years as British Columbia, and it is now offering unsurpassed inducements to the settler in search of a farm, the stockman seeking a ranch, the fruit grower in want of an orchard, the miner in quest of gold, silver or other precious metals, the lumberman, the fisherman, the business man, or the capitalist, whether large or small, who seeks investment for his money. It is a magnificent country, of great possibilities and certainties to the persevering, frugal and industrious, and one which offers countless opportunities for all.

A perusal of this pamphlet will give the reader such information regarding the province that, should he determine upon visiting it with the intention of remaining, he will be materially aided in the selection of his new field of operations without loss of time or money.

COAST AND HARBORS.

British Columbia has a magnificent ocean frontage of over 1,000 miles, its coast line on both island and mainland being sinuous and indented to a remarkable degree. It has many fine harbors, the principal of which is located at the entrance of Burrard Inlet, a few miles north of the mouth of the Fraser River, on which is Vancouver, the western terminus of the Canadian Pacific Railway, which traverses the Dominion from Atlantic tidewater.

Victoria, on Vancouver Island, possesses an outer harbor at which all the ocean liners dock, and an inner harbor for vessels drawing up to eighteen feet.

Three miles from Victoria is Esquimalt harbor, which is about three miles long and something under two miles broad in the widest part. It has an average depth of six to eight fathoms, and affords excellent holding ground, the bottom being a tenacious blue clay. The British Government has built a dry-dock at Esquimalt with a length of 450 feet and width of 90 feet at the entrance, to accommodate vessels of larger size.

A BRITISH COLUMBIA FARMING SCENE.

Nanaimo, at the coal mines, has also a commodious and well sheltered harbor, from which large shipments of coal are made to Canadian and United States points, and Ladysmith has also splendid shipping facilities.

RIVERS AND LAKES.

British Columbia has magnificent waterways; and in several districts they form the principal means of communication.

The principal rivers of British Columbia are the Fraser, the Columbia, the Thompson, the Kootenay, the Skeena, the Stikine, the Liard and the Peace. The Fraser is the great watercourse of the province. It rises in the northern part of the Rocky Mountains, runs for about 200 miles in two branches in a westerly direction, and then in one stream runs due south for nearly 400 miles before turning to rush through the gorges of the Coast range to the Straits of Georgia. Its total length is about 740 miles. On its way it receives the waters of the Thompson, the Chilicoten, the Lillooet, the Nicola, the Harrison, the Pitt, and numerous other streams. For the last 80 miles of its course it flows through a wide alluvial plain, which has mainly been deposited from its own silt. It is navigable for vessels drawing twenty feet to New Westminster, about fifteen miles from its mouth, and for light draught river boats to Yale, a small town 110 miles from the mouth, and again for smaller craft for about 60 miles of its course through the northern interior, from Quesnel Mouth to Soda Creek in Cariboo.

The Columbia, a large river rising in the southeastern part of the province, in the neighborhood of the Rocky Mountains, near Kootenay Lake, runs north beyond the 52nd degree of latitude, when it takes a sudden turn and runs due south into the State of Washington. It is this loop made by the abrupt turn of the river that is known as the "Big Bend of the Columbia." The Columbia drains an area of 195,000 square miles.

The Kootenay, which rises near the head waters of the Columbia, flows south through East Kootenay into the States of Montana and Idaho, and returning to British Columbia, empties into Kootenay Lake, its waters again being discharged through the Lower Kootenay River into the returning branch of the Columbia some distance south of the main line of the Canadian Pacific Railway.

The Peace River rises some distance north of the north bend of the Fraser, and flows eastwardly through the Rocky Mountains, draining the plains on the other side. Gold discoveries at its head waters have been reported in recent years, but the river more properly belongs to the district east of the Mountains.

The Thompson River has two branches, known as the North Thompson and the South Thompson. The former rises in small lakes in the Cariboo District, and the other in the Shuswap Lakes in the Yale District. They join at Kamloops, and flow out of Kamloops Lake into the Fraser River at Lytton.

The Stikine flows into the Pacific Ocean through a short stretch of Alaskan territory, and forms the main artery of communication for a large portion of the province north of latitude 57 degrees, and for years has been regularly navigated. The Cassiar mining district is reached by it. It is navigable for river steamboats for about 130 miles to Glenora and Telegraph Creek.

The principal lakes are the Kootenay, Slocan, Arrow (Upper and Lower), Okanagan, Trout, Shuswap and Harrison in Southern British Columbia, and Quesnel in Northern. They are all navigable, and on the five first named, an unexcelled steamboat service has been established by the Canadian Pacific Railway Co., which connects with its extensive system of branch railways that gridiron the country, and affords a convenient and luxurious means of communication throughout the entire year in that portion of the province. A system of car ferries is also in operation, by which freight cars are taken through to their destination from the place of shipment without breaking bulk, thus enabling the handling of goods, etc., at comparatively low charges.

LOCAL DISTRICTS.

The province is divided into the Kootenay, Yale, Lillooet, Westminster, Cariboo and Cassiar Districts on the mainland, and the Comox (which includes the northern half of Vancouver Island and a portion of the opposite mainland), Alberni, Nanaimo, Cowichan and Esquimalt Districts on Vancouver Island. These districts are subdivided for local purposes, and in the mineral bearing regions mining divisions are formed, their limits being usually the surrounding watersheds.

THE KOOTENAY DISTRICTS.

The Kootenay District, comprising an area of over 15,000,000 acres, extends north and south from the international boundary to the Big Bend of the Columbia. It is divided by the Purcell range of the Selkirks into East and West Kootenay. Almost the entire district is drained by the Columbia River, which flows north through East Kootenay and south through West Kootenay.

EAST KOOTENAY.

East Kootenay, lying between Alberta on the east, from which it is separated by the Rocky Mountains, and West Kootenay on the west, comprises the larger part of the famous Kootenay region of British

Columbia. The country practically contains every variety of mineral wealth that is known to exist in North America. The great wealth of the region has been known for years, and in the early days of placer mining it yielded millions, but the lack of means of communication and the heavy cost of transportation of supplies and machinery, combined with the rich discoveries in other parts of the province which were more easy of access, naturally retarded mining operations seriously, and prevented the work of development reaching those immense proportions which, under more favorable conditions, would have been attained. The completion and operation of the Crow's Nest Pass Railway, which traverses one of the richest parts of the district, have removed these impeding obstacles, and are giving a great impulse to the work of development. By this new avenue of communication, access is now readily gained to this region, and a new mining empire is being opened to the world. The magnitude of the latent riches of this immense tract can scarcely be realized yet, for, although the work of prospecting has been vigorously prosecuted, with most gratifying results, there is still a large area to be explored. The existence of immense bodies of ore has already been established, but how wide their distribution is can only be determined by actual search. Prospectors find here magnificent opportunities for discovery, and practical mining men and capitalists an unsurpassed field for investment. Several large mines, principally silver-lead have been opened up in this section.

The North Star Mine is situated near Kimberly, the ores are clean, consisting of silver, lead, sulphides and carbonates, requiring no concentrating or sorting. The Company have paid out some $58,000 in dividends.

The Sulivan and St. Eugene Mines are also large producers, the ore being galena running 20 oz. of silver per ton and 35% lead.

Besides gold, copper and silver-lead, East Kootenay also possesses what are believed to be the greatest coal deposits in the world, which already have a wide reputation, both on account of the quality and the quantity of coal extracted. These coal fields, which are without doubt the best and most extensive undeveloped on the continent, are situated in the southeast part of the district, and are traversed by the Crow's Nest Pass Railway. The first or eastern deposits are not far from the west end of the Crow's Nest Pass through the Rocky Mountains, and consist of numerous seams of coal, one above another, clearly visible along the mountain ridges and stretching to the summits. These are bituminous in their nature. Another great series of seams is that in the Elk River Valley, where they extend for a distance of forty miles. An analysis and test of these coals have been made, and the results, as shown in the Government reports, prove that they compare favorably with the best coals of the same variety in Pennsylvania. Of coking

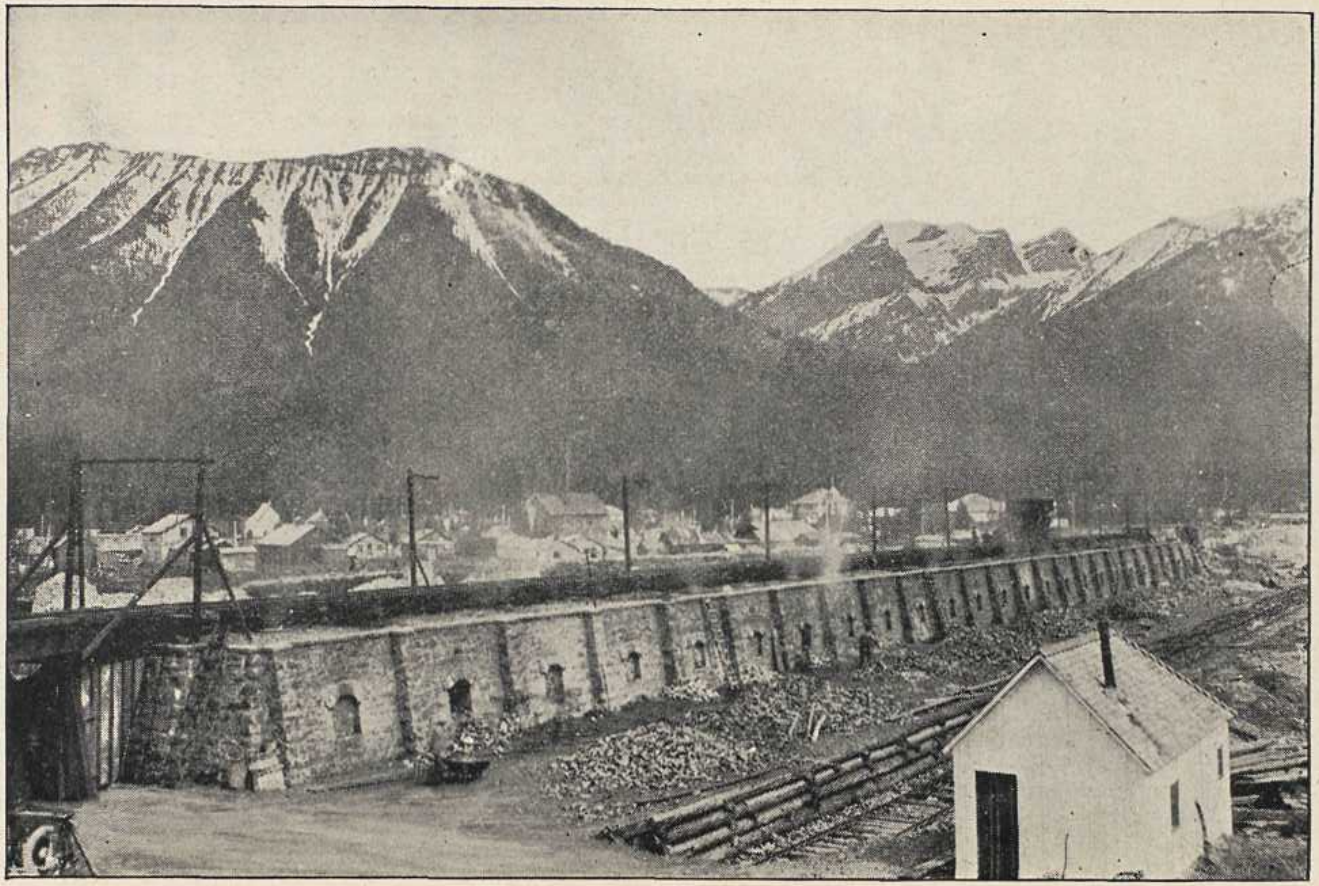
coal there is an abundance, which is proving of great importance to the smelters of British Columbia, it being indispensable for the treatment of refractory ores. By the development of these coal measures not only is coal supplied east and west, but over 1,000 coke ovens are already in operation at different points, and their number is being largely augmented as the demand for coke increases. In other portions of southern East Kootenay are deposits of coal which are now being prospected, and there is every reason to believe that before long the number of thriving towns in the region will be increased.

One of the various resources of East Kootenay that is now awaiting development is iron smelting; large deposits of haematite iron ore having been discovered at Kitchiner. Their proximity to the coal fields of Fernie place them in an excellent position for cheap smelting.

The lumber industry is a great and growing one. There are large saw mills located throughout the district, and during the past year there have been a number of new ones erected, the output of which finds a ready market.

The resources of East Kootenay, however, unlike those of mining regions generally, are not confined to minerals. The district is, speaking generally, also a good agricultural and pasture country. It contains a valley nearly 300 miles long, from the international boundary line to the apex of the Kootenay triangle of the Big Bend of the Columbia, with an average width of eight to ten miles, in the centre of which is enclosed the mother lakes of the Columbia, 2,850 feet above sea level. "It is," says Judge Sproat's report, "one of the prettiest and most favored valleys in the province, having good grass and soil, a fine climate, established mines and promising mines, excellent waterways and an easy surface for road-making." Nearly the whole of the area of the valley described is a bunch-grass country, affording excellent grazing. The grass country is 250 miles long, of an average width of five miles, besides a number of lateral valleys of more limited extent. It is safe to say that the whole of the valley is fertile. The atmosphere is clear and dry, and the snowfall in winter light, but in a district so extended climatic conditions vary considerably from local causes.

The Canadian Pacific Railway Company has recently published for free distribution a map showing the lands controlled by it in the Kootenay and Columbia Valleys. Farmers who are desirous of farming in the West, where they can raise fruit, should enquire about these lands. The mining districts of Windermere, Cranbrook, Kimberley, Fort Steele, Elko and Fernie have now a large and increasing population of men employed in the development of the mines. A market for farm and Elko and Fernie have now a large and increasing population of men employed in the development of the mines. A market for farm and



COKE OVENS, FERNIE, B.C.

garden products is thus to be had in the immediate vicinity of these lands, and the rapid development of the West Kootenay District also furnishes a desirable market. There is also an unlimited demand for fruit in the prairie districts of Manitoba and the North West Territories. These lands are sold by the Company at practically the same low prices and on the same easy terms as are asked for the prairie lands in Manitoba. Throughout the district are scattered farms and ranches, but as yet little attention has been given to the cultivation of cereals, with the exception of oats. Of these magnificent crops are grown annually. The nutritious grasses of the foot-hills on both sides of the valley afford ample food supply for horses, cattle and sheep. Abundance of good water, a light snowfall and a moderate climate in winter make this an ideal country for stock raising. The bottom lands are gennerally prairie and hay meadows, requiring little or no clearing. The grassy bench lands are dotted over with pines. The absence of undergrowth permits an uninterrupted view in every direction, and allows the herder to ride without obstruction in rounding up his cattle.

Apples, strawberries, raspberries, plums, etc., grow luxuriantly and with very little attention. Mr. N. Hanson, of Wasa, twelve miles north of Fort Steele, grows excellent crops of apples, both table and crab, annually. At McKay's ranch, near Windermere, Mrs. McKay has obtained over 3,000 pounds of fine strawberries from an acre of ground. At the Roman Catholic mission near Cranbrook, fruits of all kinds are successfully and abundantly grown.

The bottom lands require no irrigation, receiving their supply of water by seepage from the river. Wherever irrigation is required it can be provided from some of the mountain streams which abound in the district.

The country is in places far more thinly wooded than the West Kootenay district, and affords great facilities for fishing and hunting; big game, trout and salmon abounding.

The southern and central parts of East Kootenay are more readily reached from the East by the Crow's Nest Pass Railway, which branches off the main line of the Canadian Pacific Railway at Medicine Hat in the Canadian North-West, and runs through the great ranching district of Southern Alberta, the mining and agricultural districts of East Kootenay, and forms a link in the short line to the entire mining regions of southern British Columbia. They can also be reached from Calgary by branch line of the Canadian Pacific to Macleod, in Alberta, on the Crow's Nest Pass Railway. From the west the best route is via Revelstoke, the Arrow and Kootenay Lakes and Crow's Nest Pass Railway. The extreme northern portion of the district is reached by the Canadian Pacific main line to Golden, and up the Columbia River during the season of navigation by steamer, and in winter by stage.

CHIEF TOWNS.

FIELD is at the base of Mount Stephen, on the main line of the Canadian Pacific Railway, where there are several stores and hotels—the principal being the Mt. Stephen House, operated by the C.P.R. Co., a pleasant resort for tourists, who reach the famed Yoho Valley from here.

GOLDEN, in the valley of the Upper Columbia River, at its junction with the Kicking Horse River, the headquarters of navigation on the Upper Columbia and the supply point for the mineral region of which it is the centre. Steamers leave for Windermere regularly during navigation. n winter there is a weekly stage to Windermere, 84 miles. The local government, judicial and mining offices are located at Golden.

FERNIE is a town at the mouth of Coal Creek, near the great Crow's Nest coal mines, on the Crow's Nest Pass Railway. It only sprang into existence in 1898, and is making wonderful progress. Already 600 coke ovens are in operation, and, as the supply of coal is inexhaustible, these will be increased as the demands for coke by the smelters of the province become greater. There are four saw-mills at Fernie.

MORRISSEY and MICHEL are also new towns, brought into existence by the development of the coal lands in their vicinity.

ELKO, at the crossing of the Elk River, 12 miles south of Fernie, will be the market town for the Tobacco Plains and the farming settlements to the south. The utilization of the water power of the Elk at this point should make this town one of great importance.

FORT STEELE is the present judicial centre of East Kootenay. It is situated on Koofenay River, and is about seven miles from Fort Steele Junction, a station on the Crow's Nest Pass Railway. It has numerous hotels, stores, churches, etc.

CRANBROOK (population 2,000) is the principal town on the line of the Crow's Nest Pass Railway. It is most delightfully located on a fertile stretch of prairie in the valley between the Rocky and Selkirk Mountains, and has already become a centre of great importance. It is the chief divisional point on the Crow's Nest Pass Road, and has, besides the shops of the railway, a number of well-stocked stores, chartered banks, hotels, churches, schools, etc. It is the principal lumber manufacturing point in East Kootenay, having four saw-mills operating within its limits. The town is lighted by electricity. As a residential town it has no superior in British Columbia. A branch line of railway connects the North Star Mines and Kimberley with Cranbrook.

MOYIE, at the south end of Moyie Lake, is the site of the St. Eugene Consolidated, a group of high-grade silver-lead mines, and has three saw-mills.

CRESTON is in the midst of a good farming and grazing district, where fruit growing is being prosecuted with excellent results.

KITCHENER is a rising town, near which iron ore deposits are being developed.

WINDERMERE is the site of the mining record office for the Windermere division, and is situated on Windermere Lake.

CANTERBURY, at the north end of the lake; ATHALMER, at its outlet; and WILMER, three miles north-west of Athalmer, on the Columbia River, are new mining towns, with stores, hotels, post-offices, etc.

KIMBERLEY is the terminus of the North Star branch, and is in close proximity to many mining properties which are being developed. It is 18 miles from Cranbrook.

MARYSVILLE is the site of a smelter, built in connection with the Sullivan group of mines, and is 14 miles from Cranbrook, from which it is reached by railway.

There are other towns springing up, and there are also other places where prospectors, miners and sportsmen can supply their requirements, such as Thunder Hill Landing on Upper Columbia Lake.

MINING LOCALITIES.

Along the line of the Canadian Pacific Railway, not far from Golden, Donald and other stations, mining operations are being prosecuted. The Good Luck mine on McLean creek has a fine showing of copper ore which is being shipped. At Tete Juan Cache, north of the Big Bend of the Columbia River, extensive deposits of beautifully large mica have been found, a force of men have been employed building a road to get the mica to the river and from thence down stream to the railway. Back of Spillimacheen, on the several branches of the river of that name, in the region known as the McMurdo district, a number of promising claims have been located and worked to a considerable extent. Some of them are large gold quartz lodes, and others are small high-grade silver-lead veins. On Bugaboo Creek, a few miles south of Spillimacheen, a large number of new discoveries have been made. On Toby and Boulder Creeks, opposite Windermere, there are numerous quartz locations; and back of Windermere silver-lead and copper properties have been opened up and some high-grade carbonates shipped, and new claims have been worked extensively during 1903. The Paradise Mine has been working steadily, having run 2,600 feet of underground work last year and taken out during development 1,000 tons of good ore. On Spring Creek a large number of claims have been steadily

developing and shipping ore. At the head of Upper Columbia Lake are great parallel gold-bearing quartz lodes forming a ridge from 250 to 500 feet above the adjacent country, carrying gold in varying quantities. Large low-grade lead and silver and gold quartz lodes have been found up Findley Creek and on the South Fork. There are also high benches of hydraulic ground for miles along either side of Findley Creek. In the Southern Division are the North Star and Sullivan groups, seventeen miles from Cranbrook, with which there is railway connection. The former is a large lode, fifteen to thirty feet wide, carrying immense quantities of argentiferous galena and carbonates; and the shipment of ores to smelter points is paying large profits. Its value averages $60 per ton. The Sullivan mines are of a similar character. At Wild Horse, a few miles back of Fort Steele, hydraulic mining is being carried on, and several good quartz claims are more or less opened up. In early days this section was a rival of Cariboo in the marvellous output of its placer mines, the value reaching up into the millions. On Tracy Creek, 14 miles north of Fort Steele, is a camp which is developing silver-lead and some copper properties. Still further south on Moyie Lake are large silver-lead lodes, as at the St. Eugene Consolidated mines. The large ore bodies on the shores of Moyie Lake run 30 oz. of silver and 60 p.c. lead, but are more cheaply worked than those of the Slocan, and are said to be larger deposits. There are also rich gold and copper mines on St. Mary's River, and a number of properties are being developed. Perry Creek, 12 miles west of Cranbrook, shows a series of gold-bearing quartz veins for an unusual distance on the surface, but so far only one property has been developed to the mining stage. An extensive bed of iron ore is being developed near Kitchener.

WEST KOOTENAY.

Marvellously rich deposits have been discovered in different sections of West Kootenay, and new finds are frequently made. It is a country of illimitable possibilities, but only few parts of it, when the vast area of hidden wealth is considered, have passed beyond the early stages of development. Great strides, however, have already been made, notably in the Trail Creek, Ymir, Nelson, Kaslo-Slocan and Ainsworth districts, where many properties are completely equipped with costly modern plant for mining operations. In the Lardeau and other portions of this rich region, mining is also profitably carried on, and as capital is acquired, through the working of the properties, or is brought in, the output of ore will be immensely increased. A railway from Lardo, the head of navigation on Kootenay Lake, to Gerrard, on Trout Lake, has opened up a very rich district, in which already there are over a dozen shipping properties.

Capitalists and practical miners have shown their unbounded confidence in West Kootenay by investing millions of dollars in developing

properties, equipping mines, erecting smelters, building tramways, constructing roads, etc. In the past four years there has been a large addition to the population, and the establishment of permanent mining camps, which have astonished the world with their growth and continued prosperity, has been phenomenal. So rapid has been the recent development of this district and encouraging the prospects for even greater expansion that an eminent American mining authority speaks of it as "the coming mining empire of the North-West."

The increased output of ore, combined with the supply of cheap coke, has led to the wonderful expansion of the smelting industry.

CANADIAN PACIFIC RAILWAY SMELTER, TRAIL, B.C.

Smelters are already erected at Trail and Nelson, and there is every prospect that there will be others in operation in the immediate future. At Trail, where the Canadian Smelting Works Co. has modernized its extensive plant, the capacity of the smelter is 1,400 tons daily. The cost of treatment has already been largely reduced, the aim being to further reduce costs and smelting charges and to materially increase the quantity of ore shipped and make possible the mining of the low-grade ores, of which there is a large quantity in the contiguous country. The treatment charges are lower on ores than prevail in the great smelting centres of the United States, where there is the keenest competition.

The Trail smelter is absolutely modern in every respect for the treatment of silver-lead, copper and gold ores, and being located at a central point for the East Kootenay, West Kootenay and Boundary Country, will probably be the principal of a series of smelters scattered through the mineral region. An experimental plant for the refining of lead by the Betts' electrolytic process has recently been established at Trail. At Nelson, the smelter, with a capacity of 400 tons per day, is also a thoroughly equipped institution, and gives employment to a large number of men.

There are valuable timber limits in different parts of the country, and numerous saw-mills are in operation.

West Kootenay is a fine field for the sportsman—the angler and the hunter—game and fish abounding in nearly every section. Its rivers and lakes give easy means of communication, and the Canadian Pacific Railway Co. has established a magnificent steamboat service on them, besides constructing and operating numerous branch lines of railway, which make all parts of the country easily accessible throughout the entire year.

The mining regions are reached from the east by the Crow's Nest Pass Railway, which branches off from the main line of the Canadian Pacific at Medicine Hat, on the prairies east of the Rockies, through East Kootenay to Kootenay Landing at the head of Kootenay Lake, and thence (for the present) by steamer to Nelson, from which there is railway and steamboat connection with all parts of the country. Steamers ply daily to all the towns on Kootenay Lake—Ainsworth, Pilot Bay, Kaslo, Kootenay Landing, etc., and regularly to Lardo, in the Lardeau country, from which rail communication is now established with Trout Lake, and will be continued to the Columbia River at Arrowhead. The Lardeau country is a most promising one, and the mines there, which show great values in gold and silver-lead ores, are being rapidly developed. The Slocan mining region can also be reached by rail and steamboat on Slocan Lake daily. Rossland, the centre of the Trail Creek district, is connected with Nelson by the Canadian Pacific Railway system, which has also been extended into the Boundary Country to the west, on which there is a daily service. A magnificent bridge has been constructed across the Columbia at Robson, giving through service from Nelson to all points west of the river.

From the west these regions are most easily reached from Revelstoke, on the main line of the Canadian Pacific Railway, about midway between the eastern slope of the Rockies and the Pacific Coast. From this point a branch line runs south twenty-five miles to Arrowhead, at the head of Upper Arrow Lake, from which the fine steamers of the Canadian Pacific Railway Company run to Nakusp, near the foot of the lake, from which there is rail communication with the towns of the

NELSON, B.C.

Slocan, the principal of which are New Denver and Sandon, the centre of a rich mining region, and to Robson, near the mouth of the Lower Kootenay River, where the Canadian Pacific Railway's branches reach to Trail and Rossland, to Nelson, and to the Boundary Country. From Arrowhead the Trout Lake district is reached by small steamer.

CHIEF TOWNS.

REVELSTOKE, on the Canadian Pacific Railway, at the junction with the Arrowhead branch, is one of the chief towns of West Kootenay, and has shown great progress during the past three years, when a large number of buildings were erected. It is a mining town between the Gold and Selkirk ranges, and is the chief source of supply for the Big Bend country to the north. Population about 2,700.

HALCYON HOT SPRINGS, on Upper Arrow Lake, twelve miles from Arrowhead, is a favorite health resort, the waters of the springs having peculiar curative properties. A fine hotel and cottages for visitors are erected here.

NAKUSP, near the foot of Upper Arrow Lake, is the initial point of the Nakusp & Slocan branch of the Canadian Pacific Railway. It is prettily situated, and has a shipyard, at which the fine steamers plying on the Columbia River and Arrow Lakes are constructed. A large saw-mill is in operation here.

NEW DENVER, on the east side of Slocan Lake, at the mouth of Carpenter's Creek, is the seat of government of the Slocan district. There is daily steamboat communication between New Denver, Rosebery, Silverton (four miles south of New Denver), Slocan City, and other points on Slocan Lake, and the town has excellent hotel accommodation, etc.

THREE FORKS is situated at the confluence of Seaton Creek and the north and south branches of Carpenter's Creek, on the Nakusp & Slocan Railway. Large concentrating works are erected near the town, with a daily capacity of 100 tons.

SANDON is the terminus of the Nakusp & Slocan Railway, and from which Kaslo is also reached by railway. Around the town are several groups of the most valuable silver-lead mines. It is the centre of what is known as the wet ore belt of the Slocan, the ore being chiefly galena and carbonates. It has waterworks, electric light system, churches, schools, etc., and possesses all the adjuncts of modern towns.

NELSON, with a population of about 6,000, is situated on the west arm of Kootenay Lake, where the Lower Kootenay River begins, twenty-eight miles esat of Robson, and from it points on the lake are reached daily by steamer. It is on the direct route of the Crow's Nest Pass Railway. A smelter of 400 tons daily capacity is erected here. Nelson is the judicial centre for Southern Kootenay, where the offices

of the Gold Commissioner and Government Agent, customs, etc., are located. It is an important jobbing centre, with hospital, chartered banks, well-stocked stores, electric street railway, and is unsurpassed as a residential place. During the past few years it has made wonderful progress, and building operations are being extensively carried on and its trade greatly extended.

LARDO is at the head of winter navigation, and the eastern terminus of the Kootenay & Arrowhead branch of the Canadian Pacific Railway.

GERRARD, at the south end of Trout Lake, is a distributing point for the Trout Lake mining division, and the present northern terminus of the Kootenay & Arrowhead Railway.

KASLO, on the west side of Kooteany Lake, is one of the bases of supplies for mines on the eastern slope of the Slocan district. Every branch of business is represented in Kaslo, which has also ore sampling works, public offices, saw-mills, planing factory, bank, brewery, electric light works, waterworks, schools hospital, etc.

YMIR is a flourishing mining town in the Salmon River country south of Nelson, with a population of 1,200. Free milling gold has been found at Ymir, and an 80-stmp mill, the largest in Canada, is operated here. A large number of properties are being developed in the vicinity of Ymir.

TRAIL, on the Columbia River, has the most extensive smelting works in Canada. It is an important station on the Rossland branch of the Canadian Railway.

ROSSLAND is one of the largest towns in the West Kootenay, its growth having been phenomenal. From a small mining camp in 1894 it has grown to the proportions of a thriving, bustling city with a population of 7,000. At Rossland are a number of mines, whose great richness brought this region first into prominence. The city, which is eight miles from the United States boundary line, has excellent hotels, well-furnished stores, public and private schools, hospitals, several chartered banks, churches, theatre, breweries, is lighted by electricity, and has a system of waterworks. Some of the mines are operated and lighted by electricity, from power derived from the falls of the Kootenay River, near Nelson.

There are also a number of other towns, such as Arrowhead, Cambourn, Trout Lake City, Ferguson, Silverton, Slocan City, Whitewater, etc.

MINING LOCALITIES.

There are numerous mines at work in different sections of the district, chiefly in the lower Kootenay country, in the north of which are the Kaslo-Slocan mines; in the centre, those around Nelson and Ainsworth, and in the south, those of Trail Creek district. There are

no richer gold fields than those of the latter-mentioned district, of which Rossland is the centre. Several mines are already operated extensively, and are paying large monthly dividends, while new discoveries indicate that the full richness of this region cannot yet be even approximately estimated. The output for 1902, according to the official figures, was 329,534 tons, valued at $1,356,966.

The most notable silver-lead mines are in the famed Slocan district, from which large shipments of ore have been and are being made, those for 1903 being in excess of the previous year's output. The Dominion Government has granted a bonus on all lead ore mined in Canada, and

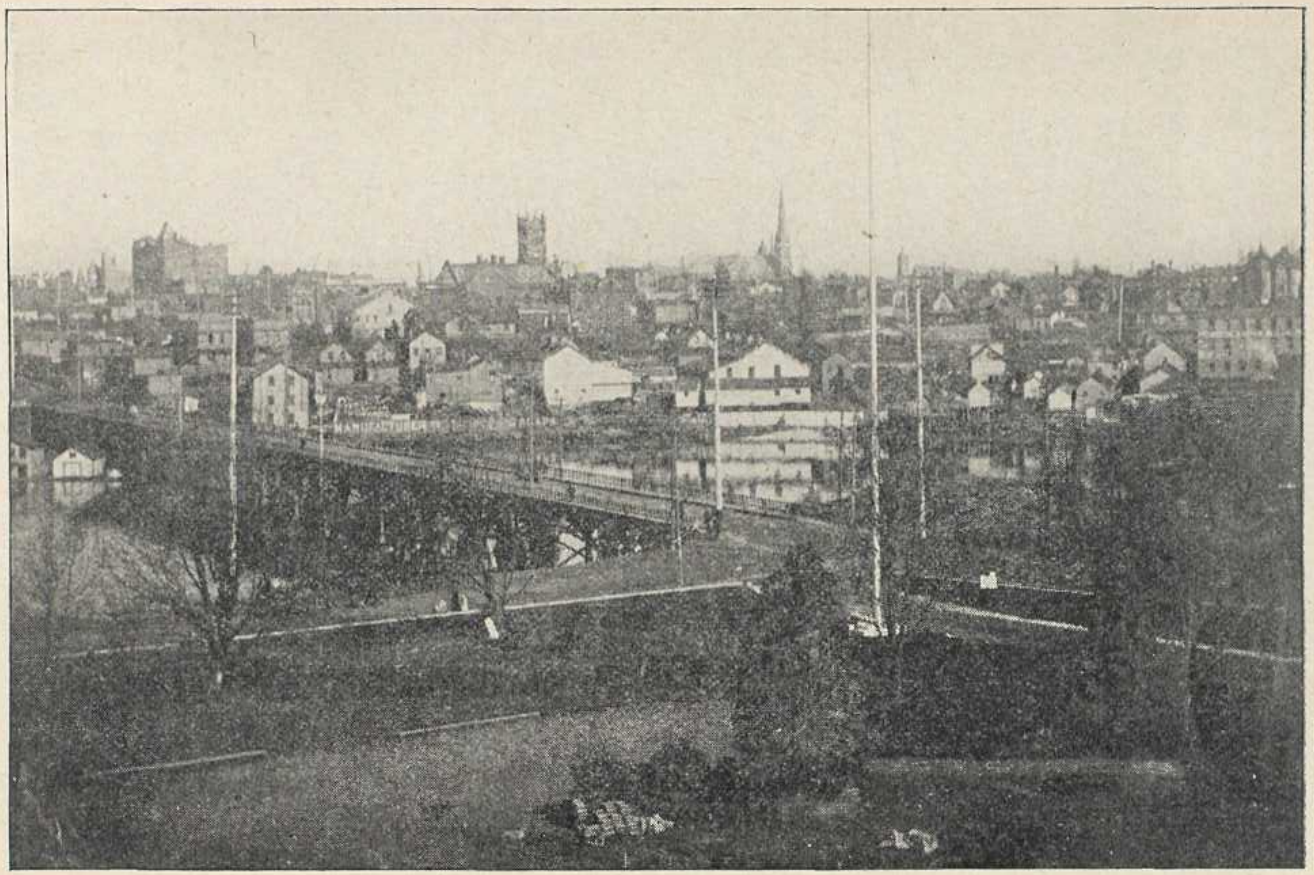
ROSSLAND, B.C.

it is anticipated that with the finding of a market for the zinc ore the output will be largely increased during 1904. The general character of the ore is high-grade galena, often carrying 600 ounces of silver to the ton, and averaging 100 ounces and over, and 60 per cent. lead. The Slocan is admitted to be the richest silver-lead mining region in America to-day, and has the advantage of excellent transportation facilities. It has a large number of shipping mines, and several regular dividend payers. On the east side of the Slocan Lake and River are valuable silver-lead properties and gold-bearing propositions undergoing development. On Kootenay Lake are the well-known Ainsworth group,

which are large shippers of ore. The Toad Mountain district around Nelson, and south of it, has a distinct gold, silver and copper belt, the ore being of that character known as bornite. There are a number of rich mining properties in this section. A large deposit of silver-bearing limestone and quartz has also been found known as the Hunter V Mine. This deposit is specially valuable as it forms a flux which has long been sought after. Smelters are offering low rates of treatment and the mine gives great promise for the future. A number of free milling gold claims, equipped with stamp mills, are now being profitably operated near Nelson, amongst them being the Fern, Athabaska, Venus, Granite, etc. Some rich discoveries have been found near Ymir in the Salmon River country, between the Lower Kootenay River and the international boundary. In the north, in the Illecillewaet, Cambourn, Fish Creek and Trout Lake districts are rich properties, which are being worked, and around Lardeau some valuable placer gold mines and extensive deposits of galena are being developed. Between the Gold Range and the Selkirks is the west side of the Big Bend of the Columbia River, that extends north to the 52nd parallel. This bend drains a gold region yet awaiting complete exploration, but which has every indication of great mineral richness. Throughout the whole Kootenay country new discoveries are made every year, so that which is the richest claim of a district during one season may be surpassed by a dozen others in the following year.

YALE DISTRICT.

This district lies to the west of the Kootenays, from which it is separated by the Gold Range, and to the south and east of Lillooet district, and east of Westminster district, extending southwards to the international boundary line. Yale, which has an area of 15,850 square miles, lies entirely within the dry belt of the province, although it has, naturally, from its extent, a variety of soil and climate. Within its limits are great stretches of mining, pastoral, agricultural and forested lands, which afford excellent openings for the miner, rancher, farmer and lemberman, and particularly in the portions now on the eve of development, unequalled chances for investment by capitalists. This development is made possible by the construction of railways by the Canadian Pacific Railway Co. in the south-eastern part, which furnish adequate facilities for transport, the lack of which has hitherto hindered that marked progress which its boundless resources render possible. Yale contains the valleys of the Kettle River and Boundary Creek—now spoken of together as the Boundary district, from the proximity to the international boundary line—the Okanagan, the Nicola and the Thompson valleys.



VICTORIA, B.C., THE PROVINCIAL CAPITAL.

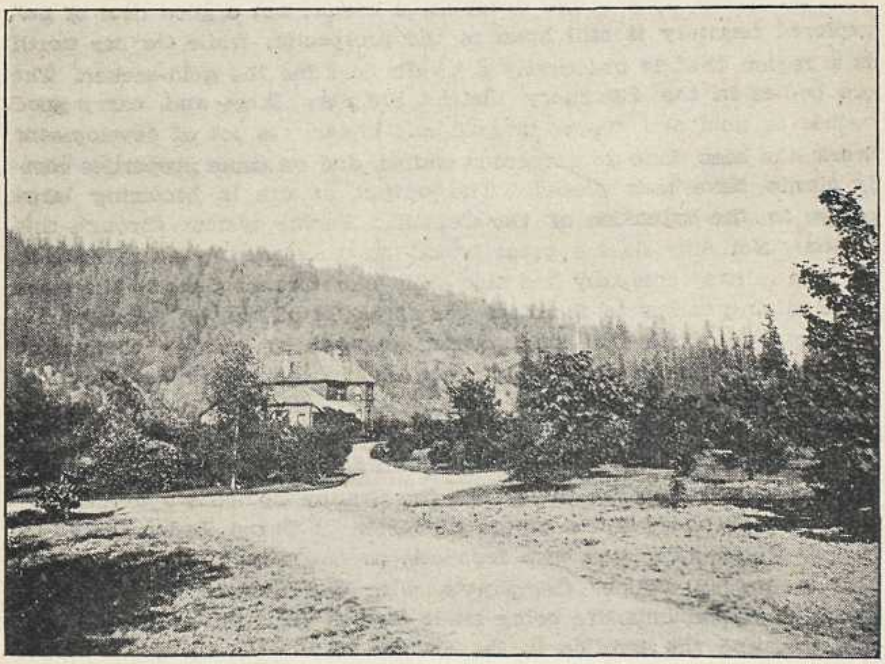
THE BOUNDARY DISTRICT.

This region, which is becoming one of the wealthiest portions of the province, forms the south-eastern part of what has hitherto been known as the Yale district. In it are four distinct mineral basins—that around the Christina Lake on the east; that adjacent to the North Fork of the Kettle River; of the Boundary Creek; and that of the main Kettle River with Rock Creek, West Fork, Canyon Creek and other tributaries.

The whole area covers a distance of about 50 miles east and west, and extends a similar distance northwards. There have been numerous finds of ore in all these basins, but a good deal of unexplored territory is still open to the prospector, while further north is a region that is practically a virgin field for the gold-seeker. The ore bodies in the Boundary district are very large and carry good values in gold and copper or gold and silver. A lot of development work has been done on numerous claims, and on some properties costly plants have been placed. The output of ore is becoming large owing to the extension of the Canadian Pacific system through this region. Not only does a great trunk line traverse the entire district, but the railway company has also built short branch lines to the principal mining camps to facilitate the shipment of ore, an unprecedented departure from the usual course pursued by railway companies. The yearly tonnage of ore shipments, chiefly copper ore, carrying low values in gold and silver, had, by the end of September, 1903, reached about 520,000 tons. In 1900 the shipments reached 103,000 tons, and in 1901, 396,000 tons. This ore was nearly all smelted at the district smelters, of which there are three, viz., the Granby Company's works, with four blast furnaces and a copper converter, at Grand Forks; the B. C. Copper Company's, with two furnaces, at Greenwood, and the Montreal & Boston Copper Company's, with one furnace, at Boundary Falls. Arrangements are being made for the enlargement of all three smelters, and the erection in the district of another smelter is being prepared for by the Snowshoe Gold & Copper Mines Company.

The Boundary District possesses other resources than its enormous mineral wealth. It has fertile valleys and hillsides, with great capabilities for farming and market gardening, and bunch-grass ranges, affording good pasturage for horses and cattle. Fruit growing has shown splendid results, the apples grown near Grand Forks, Kettle River Valley, being as fine as grown anywhere. Pears, cherries, plums and prunes can also be grown in abundance, the trees in the valley being said to be more productive than those of California and other States of the Union; and small fruits of different varieties are plentiful. For all these fruits there is a steady home market at good prices. Vegetables are also a prolific crop, potatoes yielding from 10 to 12 tons per acre, and garden truck generally and roots, for which there is a

constant demand, bring large returns to the producer. Wheat of a fine quality is said to yield up to 50 bushels to the acre, and oats as high as 75 bushels, while hay, which averages from two to two and a half tons to the acre, like oats, always commands a lucrative price. Around Midway, the present western terminus of the Canadian Pacific Railway Company's Columbia & Western Railway, and westwards in the Rock Creek, Myers Creek and Anarchist Mountain sections, are numbers of thriving farmers who are steadily adding to the total area of land under cultivation in the district, and increasing their live stock possessions. During the past two years there has been a considerable



A BRITISH COLUMBIA FARMER'S HOME.

addition to the farming population hereabouts. Spring work commences in April, and there is generally no frost until the middle of October. The land can be cleared at a very small cost, and it is calculated that a farm of 20 acres in fruit will return the owner $2,000 per annum on a conservative estimate. Divided up into smaller holdings, as they are bound to be, say, of from 5 to 10 acres, the valleys would prove equal to sustaining a population of from 15,000 to 20,000 people. Irrigation works in some sections have already been inaugurated, and with the enlargement of the system a large area will be brought under cultivation, the products of which will find a ready market at home.

All over the district there is an unlimited supply of fine timber, comprising pine, fir, and tamarack, and some cedar, stretching right up the North Fork of Kettle River, and at the head of Christina Lake. For building, mining and other industrial purposes, the value of the timber bounty will be very evident. There are already several mills in the district working at their utmost capacity, and a large business is being done now that railway facilities are afforded. The lumber can be economcally handled, as it has the advantage of water carriage right from the logging camps down to the mill. There are as well first-class clay beds for brick-making, besides marble, lime and building stone quarries.

The climate of this section is mild, extremes of heat or cold being seldom felt, and the rainfall is light.

No part of British Columbia has brighter prospects than the Boundary District, and at no time will there be greater opportunities offering the poor man than during the present year.

THE OKANAGAN ALLEY.

West and north of the Boundary country, and south of the main line of the Canadian Pacific Railway, is one of the finest districts in the whole province for agricultural and stock-raising pursuits. In this part are to be found the most extensive farms, as well as the largest cattle ranges in British Columbia. Many can count their herds by the thousands of head, and their broad fields by thousands of acres. The district is an extensive one, and within its borders are to be found large lakes, the principal one being Okanagan, whilst such streams as the Spallumcheen and other large rivers flow through the district.

Okanagan is famous as a grain-growing country. From three-quarters to a ton and a half of wheat is grown per acre, the best quality fetching $30 per ton. Wheat sometimes runs 68 lbs. to the bushel (there being 33 1-3 bushels to the ton), and a field near Enderby averaged 72 bushels to the acre, although this was an exceptional yield. Samples of wheat raised in Okanagan, sent to the Vienna Exposition, were awarded the highest premiums and bronze medals. One of the best flouring mills in the Dominion is now in operation at Enderby, twenty-four miles south of Sicamous, and connected with it by rail. The flour manufactured at these mills from Okanagan-grown wheat is equal to any other to be found on the continent. There is another mill at Vernon and one at Armstrong, managed by the farmers of the vicinity. Though Okanagan is an excellent wheat-producing country, considerable attention is now being given to the various kinds of fruit culture—peaches, apples, pears, prunes, plums, etc., being grown to perfection. Vegetables of all species are produced, and an experienced gardener asserts that $400 per acre is a fair return for this industry. Attention has been turned to the production of Kentish hops, and dur-

ing several years past hops from this section have brought the highest prices in the English markets, competing successfully with the English, the continental and those grown in other parts of America. The Earl of Aberdeen, formerly Governor-General of Canada, has over 13,000 acres near Vernon, in the Coldstream Valley, where general farming, hop-growing and fruit-raising are carried on. His orchard of about 200 acres is the point of attraction for visitors to Vernon, being one of the largest orchards in the Dominion. He has also a dairy farm near Kelowna, on the east side of the lake. An excellent quality of tobacco is grown about Kelowna. The cultivation of this plant is as yet only in its initial stage, but there are indications that it will become an important source of wealth to the country.

Peachland and Summerland are both desirable health resorts. The former has been visited during the summer, as a vacation trip, by many people from Manitoba and the North-West for the past five years. They are also desirable places to live in during the winter months, as the temperature does not go as low as zero more than two or three times during a winter, and then it will only be a case of a sudden drop at night. During the past five years 6 below zero for one night is the lowest temperature recorded at Peachland. Peach culture is therefore a safe and profitable industry here, and is being gone into quite extensively. Some two thousand acres of bench lands in the vicinity of this village have been subdivided into five and ten acre lots by a local company, and these are sold to Eastern people who are desirous of going into fruit culture.

Summerland is fifteen miles south from Peachland, on the west side of the lake. This place is also in the peach belt. It was founded by a number of Montreal capitalists, who put in a complete irrigation system, sufficient to water the five thousand acres of the syndicate's holdings. The land, which is specially well adapted to the raising of peaches, plums, pears, apples, grapes, cherries and all small fruits, as well as vegetables, hay and grain, has been subdivided into five, ten and twenty acre lots for the convenience of those seeking a desirable climate where fruit culture may be followed.

Three miles up the Trout Creek valley from Summerland a promising coal seam has been uncovered. If the vein proves at depth to be as good as the surface showing would indicate, coal mining will soon be one of the most important sources of wealth for the district.

There are still to be taken up large stretches of good land, which are but lightly timbered and easily brought under cultivation. Water is abundant in many sections, whilst in some it is scarce, redering irrigation by artesian wells a necessity.

South of Penticton, extending to the southern boundary of the province, are many thousands of acres of the finest fruit lands in British Columbia, indeed of the Pacific slope; these lie along both sides of the

Okanagan River and its connecting chain of lakes, Dog Lake, Swan Lake and Osoyoos, forming a series of charming landscape pictures backed by mountains. So far, these lands have been used only for pastoral purposes, forming one large estate, but will soon be provided with a system of irrigation from the river, which furnishes an unfailing supply of water, and be subdivided into small holdings and placed upon the market. The development of the Okanagan Valley generally on fruit-growing and intensive farming lines, for which it is especially well adapted by nature, has been hindered on account of the difficulty experienced in acquiring land by intending settlers. The finest portions of the valley have been owned in large holdings, extending to many thousands of acres, and used partly for pastoral and partly for wheat-growing purposes.

The successful enterprises of Lord Aberdeen and others have demonstrated that large areas of these lands are worth far more for fruit and hop-raising and intensive farming generally, than for wheat or cattle-raising, and in consequence some of these holdings have been acquired by syndicates, subdivided., irrigation provided, and placed upon the market in lots of five to forty acres; other properties are in process of being dealt with in a similar manner, and it is only a question of a short time when, wherever ,water can be made available, flourishing orchards and gardens will diversify the entire face of the valley. The enterprises referred to furnish opportunities for new settlers to establish charming homes, and build up profitable industries in this favored section.

Okanagan is also a very rich mineral district, and in different parts valuable gold, silver, copper and iron deposits have been discovered, and are being developed.

The Shuswap & Okanagan Railway to Vernon, the chief town of the district, from Sicamous, on the main line of the Canadian Pacific, a distance of forty-six miles, has proved an immense impetus to this splendid section of the country. There are magnificent grazing lands, and the valleys that intersect them are of the most fertile character, The Coldstream or White Valley is one of thse, the Similkameen is another, and the country round about Kelowna is a rich and valuable section. Crops grow luxuriantly, but the dry climate necessitates irrigation. From Okanagan Landing, near Vernon, the steamer Aberdeen, owned by the Canadian Pacific Railway Company, plies to Kelowna (formerly called the Mission), to Peachland, a new and thriving town on the west shore of the lake, to Summerland, and to Penticton, at the south end of the lake (which is seventy miles in length), and the Provincial Government has constructed roads to the mining country south of it, and to the Similkameen Valley.

The mountains to the east of Okanagan Valley, and on Harris Plateau, between Okanagan Valley and Kettle River Valley, are famous

hunting grounds for sheep and goat. The Okanagan Valley, in fact, is one of the best hunting grounds known to the world—caribou, deer bear, mountain sheep and goat being found in many parts of it. Guides, horses and supplies can be obtained at Vernon.

The country tributary to Lake Okanagan is pre-eminently suitable for settlement, and will doubtless become thickly populated.

The climate of the Okanagan country is mild and dry. There is only a light snowfall in winter, and the summers are warm and pleasant.

THE NICOLA VALLEY.

in the western part of the Yale district, while specially adapted to pastoral pursuits, is well fitted for agriculture, and the growth of all classes of cereals. for a great distance. It is a railway divisional point, and a thriving town of 2,000 population, doing a good trade with the farmers, ranchmen and miners of the district. Steamboats ply on Kamloops Lake, and there are saw-mills in constant operation. The town is supplied by waterworks, and lighted by electricity. It was originally merely a Hudson's Bay Company's trading post, but has now become a town of some size and importance, and is destined to be one of the great health resorts of the West on account of the dryness and equability of its climate, and its possession of all the conditions necessary for the cure of lung troubles. Placer mining has been successfully carried on north of Kamloops for twenty-five years, and rich mineral discoveries have been made within a few miles of the town, carrying gold and copper and some being free milling.

ASHCROFT, on the Thompson River, is 204 miles east of Vancouver. It is the starting point of the stage line for Clinton, Lillooet, 150-Mile House, Horsefly, Harper's, Quesnel Forks, Quesnel Mouth, Stanley, Soda Creek, Barkerville and other points in the Lillooet and Cariboo districts. It is a busy place, where considerable freighting business is done, and where supplies of all kinds can be obtained. Excellent crops are raised here on irrigated land.

ENDERBY and ARMSTRONG are smaller, but rising, towns, where there are good hotel accommodation and a variety of stores, and other business establishments, and each having a large grist and saw-mill.

VERNON is a well-built town of 1,300 population. There are stores of all kinds, good hotels, flour and saw-mills and a bank. Having a first-rate farming and ranching country in its immediate vicinity, besides vast tracts of valuable timber, a large and flourishing business is done at this centre.

KELOWNA, on Okanagan Lake, thirty-three miles south of Vernon, is a prosperous village, to which is tributary the trade of the greater part of the Mission Valley and the Sunnyside district. It has a hotel, good stores, saw and planing mill, and the Kelowna Shippers'

Union has erected a large warehouse for storage of fruit and vegetables for shipment to Kootenay, and to the North-West Territories.

PEACHLAND is a new town, 17 miles from Kelowna, and SUMMERLAND, 15 miles south, are prospective summer resorts, and will be centres of fruit-growing districts.

PENTICTON is at the southern extremity of Lake Okanagan, with a wharf, warehouses, good hotel and store. It is the point of departure for the stages to Fairview, Camp McKinney and other mining camps.

FAIRVIEW is a mining camp, in which several mines have been worked. The most important is the Stemwinder, owned by the new Fairview Corporation, at which there is a 46-stamp mill and a cyanide plant. The Gold Commissioner for the Osoyoos Mining Division has his office here. A few miles north of Fairview, at White Lake, are some coal lands, on which are croppings of several seams of coal.

KEREMEOS is at the junction of Keremeos Creek with Similkameen River. A few miles away the Olalla Mining Co. has a group of mining properties, and there are numerous other mineral claims in this part of the Similkameen.

HEDLEY CITY is coming into notice, being the nearest townsite to the stamp-mill and reduction works now being erected in its vicinity by the owners of the Nickel Plate mine, on Twenty-Mile Creek.

ALLISON is higher up the Similkameen River. From Hedley to about three miles below Allison the valley of the Similkameen is from one to two miles wide, with fine stretches of bottom land and some splendid ranch property. The valley is well timbered, and there is good grazing ground on the benches.

PRINCETON is situate in the forks of the Similkameen and Tulameen Rivers. It is the centre of a large mining and ranching district. Here are several hotels and stores, and a local newspaper. The more important mining camps are those on Copper and Kennedy Mountains, respectively. Outcrops of coal are to be seen in the bed of the Similkameen River near by. The seams here exposed vary in thickness from 6 to 20 feet. So far as ascertained, the coal basin comprises an area of about 50 square miles, and the establishment of collieries in this neighborhood promises to become an important industry in the near future. Railway surveys have been made from Princeton to Hope and to Spence's Bridge, on the main line of the C. P. R., and to Penticton in the opposite direction. There is a wagon road from here to Spence's Bridge, and a trail to Hope.

CAMP McKINNEY is in the Kettle River mining division, about 27 miles east of Fairview, on the stage road to Midway. McKinney's chief standby has from its start been the Cariboo mine, now owned by the Cariboo-McKinney M. & M. Co., of Toronto, Ontario, which mine has to date paid more than half a million dollars in dividends. There

are other gold quartz properties in the neighborhood. The town has several hotels, stores and other places of business, and has telephone connection with Greenwood.

MIDWAY is located on the international boundary line, about 12 miles east of Rock Creek, and nine miles south of Greenwood. It has its own local newspaper, saw-mill, several stores and hotels, and is the present western terminus of the C. P. R. Co.'s Columbia & Western Railway. Nearby are some fine market gardens and promising young orchards. It is proposed to erect a smelter here shortly.

BOUNDARY FALLS lies half way between Midway and Greenwood, on Boundary Creek. The Montreal & Boston Copper Company's smelter is here, and several mines are in the vicinity. Limekilns, two hotels, store, etc., contribute to its growing importance.

GREENWOOD is one of the most flourishing towns in the Boundary district. It is situate in a valley at the junction of Twin Creek with Boundary Creek, and from it roads have been made to all the surrounding mining camps and the other towns in the district. Its hotels and stores are among the largest in the Boundary, and it has branches of three chartered banks, electric light works, brewery, and other industries, whilst most other businesses and trades are also represented. Five churches, large public school, hospital and other institutions are to be found here. The Provincial Government Agent for the Boundary has his office in the town, as, too, has the Mining Recorder for the Kettle River mining division. Sittings of the Supreme Court are held periodically, and the erection of a court house has been provided for by the Provincial Legislature. Between Greenwood and the adjoining residence town of Anaconda are located the smelting works of the British Columbia Copper Company, of New York. The Deadwood Camp branch line leaves the main line at Greenwood.

DEADWOOD is two miles west of Greenwood. It has two hotels, store, saw-mill, public school, etc., and is in proximity to the Mother Lode, Sunset, Morrison, King, Solomon, Big Copper and other mines.

PHŒNIX, five miles east of Greenwood, on the wagon road to Grand Forks, is the most important mining camp in the Boundary, with a population of more than 1,000 people. It is connected with the C. P. R. main line through the Boundary by a branch line from Eholt. It has numerous stores and hotels, public school, hospital, churches, etc. The Granby Company's big copper mines (Old Ironsides and Knob Hill group), with their enormous bodies of ore, are on the outskirts of the town, and the Brooklyn, Stemwinder and Snowshoe, also important mines, are close by as well.

EHOLT is at the summit of Eholt Pass, between the North Fork of Kettle River and Boundary Creek, and in the neighborhood are the B.C., Jewel and other mines. Several hotels and stores draw trade from surrounding camps. Summit, Wellington and Phœnix camps are

connected with Eholt by rail, whilst Long Lake camp is reached by a five-mile wagon road. Eholt is practically the C. P. R. divisional point for the district.

GRAND FORKS, 22 miles east from Greenwood, is another flourishing town. It is an important railway point, and situate at the junction of the North Fork with the main Kettle River. The Granby Company's smelter, located here, is one of the largest works of the kind in British Columbia, having four furnaces and a copper converter, with an addition of two more furnaces being prepared for, so as to increase the daily treatment capacity of the works to about 2,000 tons. The town also has good hotels, stores, banks, saw-mill, sash and door factory, brewery, local newspaper, churches, and the finest public school building in the Boundary. The adjoining town of Columbia has agreed to amalgamate with Grand Forks. The Republic mines, in the State of Washington, are reached from here.

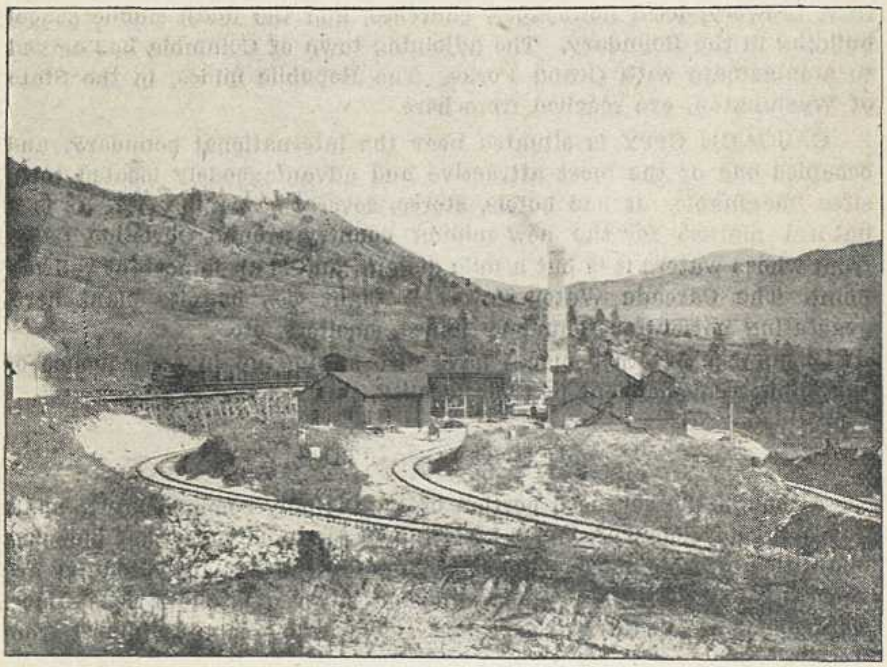
CASCADE CITY is situated near the international boundary, and occupies one of the most attractive and advantageously located town sites imaginable. It has hotels, stores, several saw-mills, etc. It is a natural market for the new mining country around Christina Lake, from whose waters it is but a mile distant, and is an important railway point. The Cascade Water Power & Light Co., has its plant here, generating power for Boundary mines, smelters, etc.

A number of other places have also sprung up in consequence of the mining development in their locality.

MINING LOCALITIES.

Although the southern portion of Yale is only commencing to show any great development, it has been known for some years that immense quantities of ore existed. The copper ores in the Boundary country are generally low grade, but some gold and silver ores show rich values. The copper ore bodies are very large. The whole country almost from Arrow Lake on the east to beyond Camp McKinney on the west, in this southern belt, is largely mineralized. East of Christina Lake is the Burnt Basin, in which are some rich gold-bearing properties, and on the shores of the lake other properties are being developed. In the country north of Grand Forks are numerous groups of claims—Franklin camp, Brown's camp, Knight's camp and Pass Creek camp. Near Eholt are Summit and Long Lake camps. Between Grand Forks and Greenwood are Wellington and Phœnix camps, west of which are Providence and Skylark camps, and, near the boundary line, Central camp. North of Greenwood is Kimberley camp, and immediately west of the town Deadwood camp, west of which again is Copper camp, Smith's camp lying to the southwest. West of Midway is Graham's camp. At some of the mines in these camps costly plants have been installed,

and the work of development is proceeding steadily, the results of which are now apparent. The gross value of ores produced to date is about $7,000,000. At Rock Creek there are several good claims, and at Camp McKinney there is free milling gold. The ore averages $20 to the ton. A number of properties are now being developed in the vicinty, and several incorporated companies are working. Further west, and directly south of Okanagan Lake, is Fairview, where there are a number of properties under development, and a 46-stamp mill in operation. West of Lake Okanagan is the Similkameen mining section, in which considerable progress has been made, particularly in prospecting with



THE GRANBY SMELTER, GRAND FORKS.

drills for coal seams. The mines at Twenty-Mile Creek and in the country further west on Granite and other creeks, as well as around Kamloops to the north, are properties which are said to contain large deposits. At Kamloops, on the Iron Mask claim a body of copper ore has been discovered and prospected; the owners propose building a smelter.

In a country so vast, and of such recent discovery, there are grand opportunities for prospecting and for investment in developing mines. New discoveries are always possible, for there is a large tract which is as yet unexplored, and the possibilities of the mines now commencing operations can scarcely be estimated.

GENERAL VIEW OF FARMS, AGASSIZ.

LILLOOET DISTRICT.

Lillooet, lying between Yale on the south and Cariboo on the north, is bisected by the Fraser River, and is traversed by the famed Cariboo road. The country is as yet only sparsely settled, the principal settlements being in the vicinty of the Fraser River, though there are other settlements at Clinton, Lillooet, and elsewhere, which, when the projected Cariboo Railway is built, will rapidly become of more importance. Considerable free milling gold is found near the town of Lillooet, where a number of mines are being operated. Several quartz-bearing locations are being developed in this district, especially on Bridge Creek, and Anderson Lake, and, as machinery capable of treating the refractory ores is of the most improved type, the results already attained are attracting miners and mining men in numbers. There is a large area of the finest grazing land in this district, and cattle thrive well. The district is well adapted for dairying, and by irrigation farming can be carried on profitably. The valleys are wonderfully rich, and fruit of an excellent quality, chiefly apples, is grown; peaches, pears and plums are also cultivated, and smaller fruits grow in profusion. See page 60, middle zone, for climate.

CARIBOO DISTRICT.

This district lies between Cassiar on the west and the North-West Territories on the east, the southern boundary being the 52nd parallel. The famed Cariboo mines, from which millions of dollars of gold have been taken, are in this district. This is still a promising field for the miner, the immense output of the placer diggings being the result of explorations and operations necessarily confined to the surface, the enormous cost and almost insuperable difficulties of transporting heavy machinery necessitating the employment of the most primitive appliances in mining. These obstacles to the full development of the marvellously rich gold fields of Cariboo, have been largely overcome by the construction of the Canadian Pacific, and the improvement of the great highway from that railway to northern British Columbia, with the result that the work of development has recently been vigorously and extensively prosecuted. During the past few years several costly hydraulic plants have been introduced by different wealthy mining companies, which are now operating well-known claims with the most gratifying results, and there is every prospect of a second golden harvest, which in its immensity and value will completely overshadow that which made Cariboo famous forty years ago. Among the numerous Cariboo enterprises is the Cariboo Hydraulic Mining Co., with a capital of $4,000,000, actively prosecuting work on its claims on the South Fork of the Quesnel River, on extensive ground exceptionally rich in gold deposits, the company, for its hydraulic purposes, conveying water by thirty-two miles of ditching,

which supplies a volume of 3,000 miner's inches over a course of two feet deep, with a top width of eleven feet, and a bottom of seven, feeding four hydaulic "giants," or monitors, carrying a 300 feet head of hydraulic pressure. The Montreal Hydraulic Gold Mining Company is developing its claims rapidly, and with excellent results. At Slough Creek, Willow River, Antler, Cunningham, Big Valley, Lightning and other creeks, and at Barkerville, on Williams, the richest of all known creeks in the world, from which $25,000,000 were taken in two miles' distance in early days (and now being at enormous expense opened up to work by the Cariboo Gold Fields Company, with an hydraulic elevator), the results speak well for the future prosperity of Cariboo.

In addition to the properties of these companies, there are numerous other large gravel deposits, many of which are now being prepared for working by companies with ample capital, and which only require properly directed exertions to insure large returns. Among these are the Miocene Gold Mining Co. of Horsefly, and the Lightning Creek Gold, Gravels & Drainage Co., who are running a tunnel to drain the old workings of Lightning Creek, which produced $14,000,000 in the early days. Dredging operations are also carried on with varying success in the upper waters of the Fraser and Quesnel. The development work for the past few seasons served to materially advance the interests of the district, and the coming season will doubtless witness even greater activity. Many hundreds of men found employment last year in the region at good wages. The seasons are fully six months long. Timber and water are plentiful. Capitalists will find advantages in Cariboo which no other part of the world offers for investments. The quartz mines have as yet been exploited only in a very superficial way, but the rich surface showing on Burns' Island and Bald Mountains all tend to prove that further research and fair use of capital will make the quartz mines of the Cariboo district among the great producers and dividend-payers of the world. Gold abounds in many valleys, and in almost every stream that empties into them, and there is no estimating the unusual activity in the Cariboo mining circles, some of the richest places merely awaiting the advent of capital for that development which the new condition of affairs has rendered easily possible. Cariboo is not without agricultural resources, and there is a limited area in scattered localities, in which farming and ranching are carried on; but this region will always prove more attractive to the miner than to the settler. The early construction of a railway from a point on the main line of the Canadian Pacific, through the district, which is now proposed, when completed will open up many desirable locations, and largely assist in developing the immense mineral wealth already known to exist. At present communication is by semi-weekly stage line from Ashcroft (with steamer from Soda Creek to Quesnel during navigation), but

on application in advance, arrangements can be made at any time for transportation of large or small parties by special conveyances. The roads are excellent, the stopping places convenient, and the trip is not an uncomfortable one. This district covers such a large area that it contains more than one climate, which subject, however, is dealt with on page 60, middle zone.

CASSIAR DISTRICT

occupies the whole western portion of the province north of the Westminster district and west of Cariboo, including Atlin. In former years old Cassiar was the scene of mining excitement, and about $5,000,000 were taken from its mines. In latter years, however, it has lain practically dormant, but recently interest in the country has revived, and during the past year a large number of prospectors explored parts of the district and located good claims. The district contains some of the richest mines yet discovered in the province, but its distance from a base of supplies, with want of roads, has greatly retarded its progress. As the wealth of Cassiar is becoming more widely known, however, it is anticipated that it will share in the development which is noticeable throughout every part of British Columbia. The country is generally wooded and mountainous, and difficult to travel through. Dease Lake, on which a large hydraulic plant is being successfully operated, is the central point of the district, and about it mining operations are carried on.

OMINECA DISTRICT.

The Omineca district comprises such portions of the drainage area of the Peace River and its tributaries as may lie within the Province of British Columbia, the drainage area of the Stuart and Nechacko Rivers above their junction and the drainage area of the Salmon River above its junction with the Fraser River.

In 1871 this district was first discovered and prospected by miners who pushed north from Cariboo by way of the old telegraph line to Nechacko River and from thence by way of Stuart Lake to Vital Creek. Within the following two or three years Germanson, Manson, Slate and Lost Creeks were discovered, and found to be rich in placer gold. Considerable work was done during the next few years, until the discovery of placer diggings in Cassiar in 1876, when the greater number of the miners left to try their luck farther north, which is the custom of placer miners, and from that time until 1895 the Omineca gradually became deserted until at the last mentioned date there were only about 10 or 12 white men and a few Chinese left scattered through the district. In the spring of 1895, an Ottawa company was formed and a party sent out to prospect, and locate ground for hydraulic

mining, and a number of claims were taken up on Manson, Slate and Kildare Creeks. The following year development was commenced on a large scale, other companies soon followed, and the district once more became the scene of busy mining operations. Trails have been opened and improved, bridges built, and a Gold Commissioner and Mining Recorders appointed by the Government, so that the Omineca now promises to become a premanent mining district. Nearly all the streams so far discovered and prospected show gold, and a number of them have proved to be exceedingly rich.

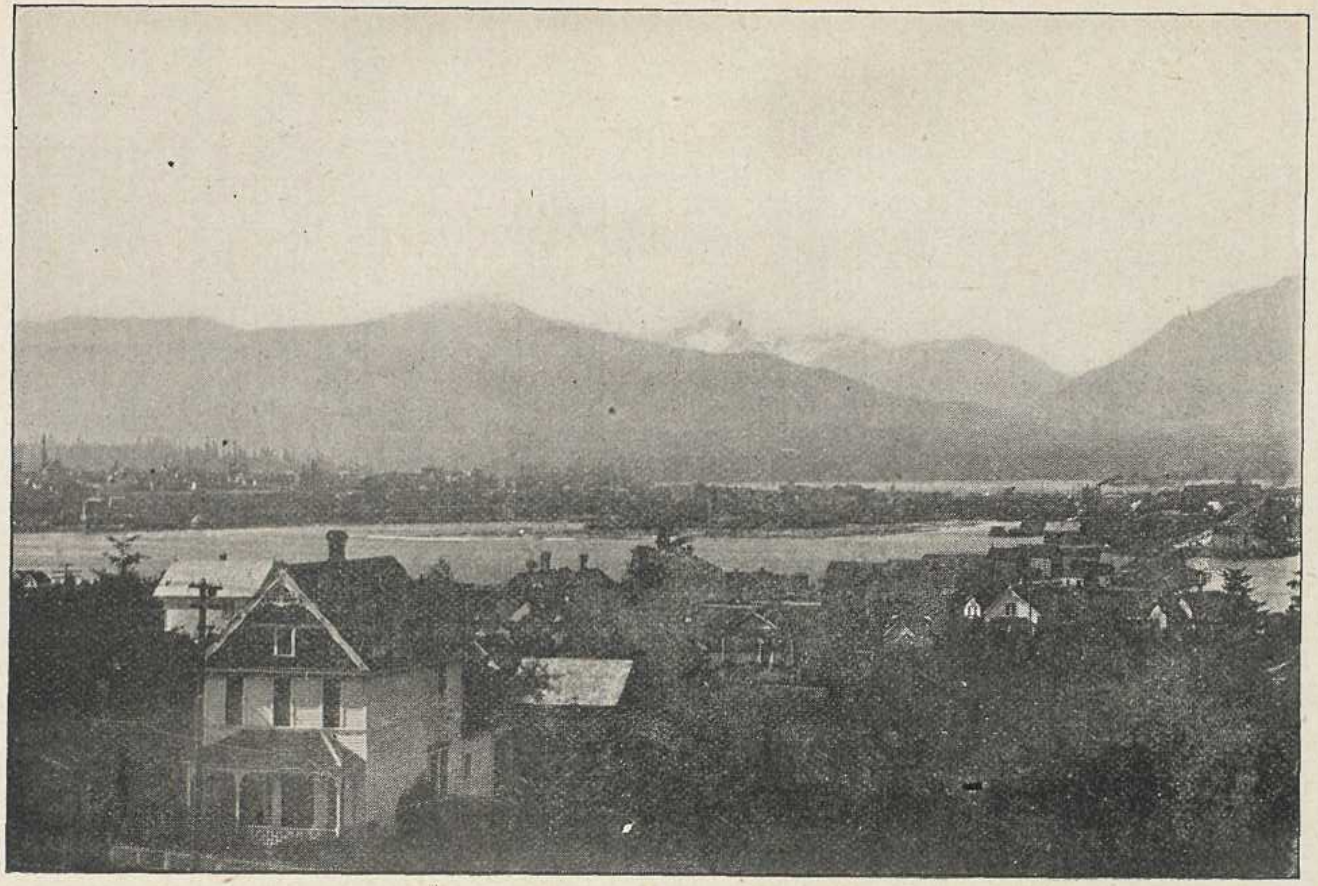
Quartz carrying free milling gold has been discovered in the vicinity of Mount Selwyn. Immense quantities of low-grade galena have been found on Boulder Creek near Manson, traceable for miles.

Although a very large amount of development work has been done in the district, it has been confined to a very limited area. The Omineca being such a large district and lying in the Gold Belt, has a number of rivers and streams which should prove equally rich when properly prospected as those streams already mentioned. Owing to the distance from the base of supplies in the past and the difficulty of travel in that portion of the province, the Omineca district has practically remained unexplored, and offers a virgin field to the prospector and capitalist.

There is at present a choice of routes into the district. First, by way of Ashcroft on the main line of the Canadian Pacific Railway, thence to Quesnel by the Cariboo wagon road, a distance of 220 miles, and from Quesnel to Manson via the Old Telegraph line (now the Government telegraph line to Atlin), as far as the Nechacko River, thence to Stuart Lake, and from there on to Manson, 335 miles from Quesnel by trail. There is abundant feed for animals, camping grounds are good and water plentiful all along the line. The other route is by steamer up the coast from Vancouver or Victoria to Essington at the mouth of the Skeena River, by steamers plying every week, from Essington by river steamer to Hazleton at the forks of the Skeena, and from Hazleton by trail 180 miles to Manson.

ATLIN DISTRICT.

This district, embracing the Atlin, Bennett and Chilkat mining divisions, is in the extreme north-western part of the province, just within the boundary line which separates British Columbia from the Yukon Territory. Although the first discoveries of placer gold were only made in the summer of 1898, a great deal of development work has been done, and the richness and extent of the gold-bearing area have been confirmed. The Atlin District Board of Trade's official reports states: "The usual characteristics of a gold-bearing country are present in a marked degree. There are zones of contact between



VANCOUVER, B.C.

granite, syenite or gneiss and stratified rock; and dykes of eruptive rock—diorite or diabase, in which are veins showing free gold—prevail. There is everywhere evidence of recent glacial action. Many good prospects of sulphide ores carrying gold, silver and lead have been discovered, and also some very promising ledges of copper ore. The prospects for successful hydraulic mining could hardly be better. There are unquestionably enormous quantities of rich gold-bearing gravel most favorably situated for profitable working, and large returns may be expected from the hydraulic mining industry that will shortly be developed." Atlin is an ideal country for gold dredging operations. A dredge has been built in 1903 costing $100,000 and will commence work as soon as the season opens up.

The country has well-marked physical features. Long, deep lakes indicating easy communication by water and high snow-clad mountains insuring an ample summer flow to the many large streams that drain their slopes.

The two principal towns are Atlin and Pine City (also known as Discovery City), which are six miles apart. Both are thriving, with good hotels, stores, banks, churches, etc. At the former are the offices of the Gold Commissioner and Government officials, and there are three saw-mills, with an aggregate capacity of 30,000 feet per day. These towns are reached from Victoria and Vancouver by steamer to Skagway, and rail to Bennett (39 miles), thence by a night's sail by steamer (95 miles) to Taku, where a two-mile portage, covered by tramway, leads to Atlin Lake, across which, five miles distant, is Atlin City. In winter the route is from Log Cabin, a station on the White Pass Railway, near Bennett, from which there is a Government road via Otter Lake and Taku, some 60 miles; there are stopping places en route.

WESTMINSTER DISTRICT.

extends from the international boundary line on the south to 50 degs. 15 mins. on the north. Its eastern boundary is the 122 deg. west longitude, and its western the 124 deg., where it strikes the head of Jarvis Inlet and the Straits of Georgia. In this district there is a good deal of excellent farming land, particularly in the Fraser River Valley and in its delta. The soil is rich and strong, the climate mild, but in the winter months of the year there is considerable rain, which comes instead of snow, in those parts of the district nearest the coast. Live stock are often allowed to shift for themselves the year round. Heavy yields of rgain are obtained without much labor. Very large returns of wheat have been got from land in this locality, as much as 62 bushels from a measured acre, 110 bushels of oats per acre, and hay that yielded three and a half to five tons the acre, and frequently two crops, totalling six tons. Fruit-growing is extensively carried on, with the

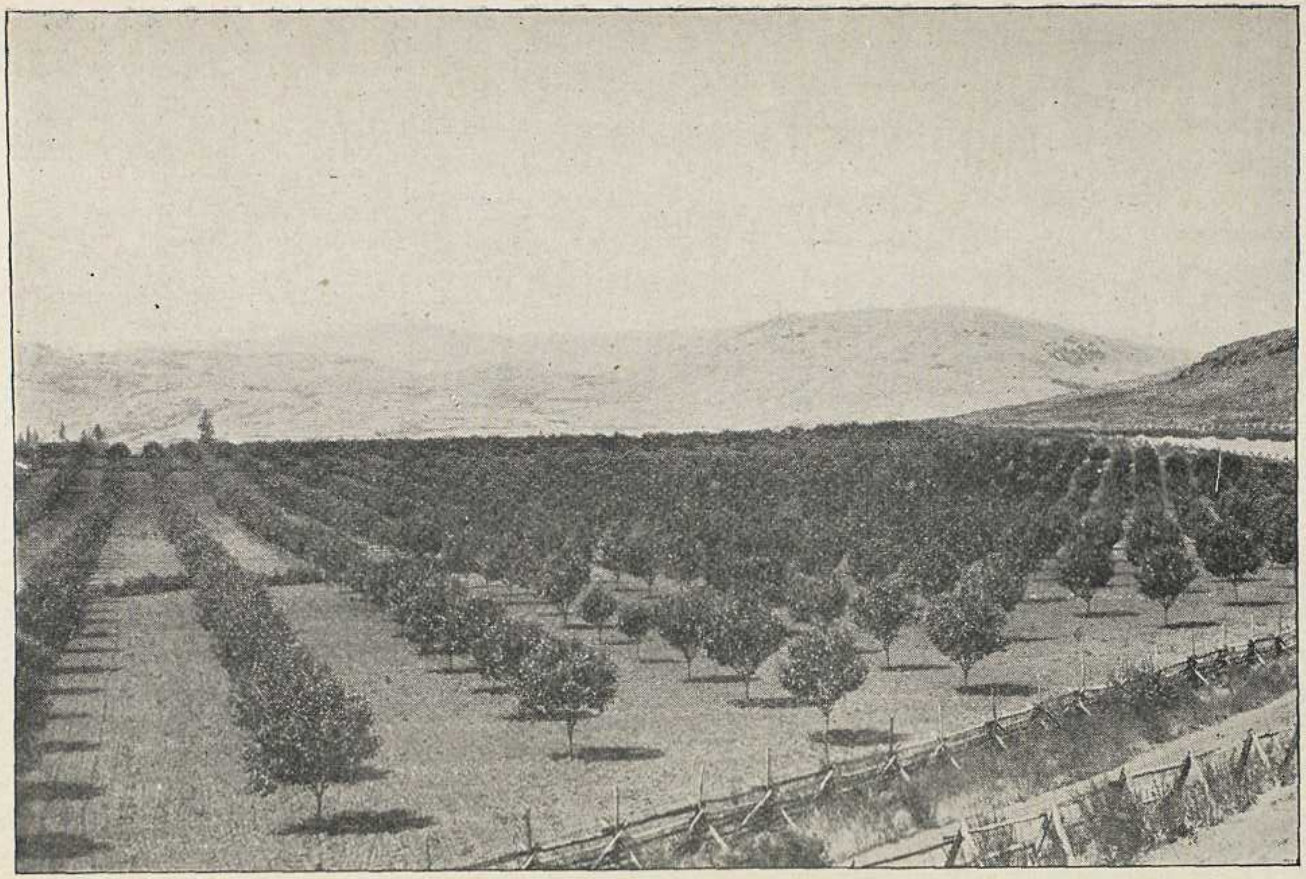
most satisfactory results—apples, plums, pears, cherries, almonds, prunes, and all the smaller fruits being grown in profusion, and at the Experimental Farm at Agassiz, figs in small quantities have been successfully produced. This part is fairly well settled, but there is still ample room for new comers. Those having a little money to invest, and desirous of obtaining a ready-made farm may find many to choose from. These settlements are not all on the Fraser; some are at a distance from it on other streams. There is considerable good timber in the western and southwestern portions.

The Canadian Pacific Railway crosses the southern portions of this district to Vancouver, and rail communication is established with the cities situated on Puget Sound, with Portland, Oregon, San Francisco and the American railway system generally. The Vancouver & Lulu Island Railway, connecting Vancouver with Steveston, runs through the most fertile district of the delta of the Fraser.

CHIEF TOWNS.

VANCOUVER.—On a peninsula having Burrard Inlet on the east, one of the finest harbors in the world, and English Bay on the west, is the marvellous young city of Vancouver. It is surrounded by a country of rare beauty, and the climate is milder and less varying than that of Devonshire and more pleasant than that of Delaware. Backed in the far distance by the Olympian range, sheltered on the north by the mountains of the coast, and sheltered from the ocean by the highlands of Vancouver Island, it is protected on every side, while enjoying the sea breeze from the Straits of Georgia, whose tranquil waters bound the city on two sides. The inlet affords unlimited space for sea-going ships, the land falls gradually to the sea, rendering drainage easy, and the situation permits of indefinite expansion of the city in two directions. It has a splendid and inexhaustible water supply, brought across the inlet from a river in a ravine of one of the neighboring heights. The Canadian Pacific Railway was completed to Vancouver in May, 1887, when the first through train arrived in that city from Montreal, Port Moody having been the western terminus from July of the preceding year. In 1887 also the Canadian Pacific Railway Company put a line of steamships on the route between Vancouver and Japan and China, and in 1893 an excellent service was established between Vancouver and Victoria and Australia. These three important projects have given an impetus to the growth of the city, by placing its advantages entirely beyond the realm of speculation, and the advancement made is truly marvellous.

In addition to the great transportation lines of the Canadian Pacific Railway and the steamship lines to Japan and China, the Hawaiian



YOUNG ORCHARD, AGASSIZ, B.C.

Islands, and Australia, the city has connection with all important points along the Pacific Coast and with the interior. The boats employed in the mail service between Vancouver and Japan and China are three magnificent steel twin-screw steamships, especially designed for that trade—the Empress of India, the Empress of Japan, and the Empress of China, and the Tartar and Athenian—which are the finest ships afloat on the Pacific, and make the fastest time across the ocean. The Canadian-Australian Line gives a service to Australia via Honolulu, H.I., and Suva, Fiji, every four weeks. There are regular and frequent sailings to Skagway, Alaska, by which the Yukon gold fields are reached, and to St. Michaels, in Behring Sea, and up the Yukon. Steamers ply between Vancouver and Victoria and Nanaimo daily, and connection is also made at Victoria for all Alaskan and Puget Sound ports and San Francisco. The Seattle & International Railway gives close railway connection, via Mission Junction, 43 miles east of Vancouver, with the different cities and towns of Washington, Oregon and California.

The young city was literally wiped out by fire in June, 1886. The sites of the wooden buildings of that day were soon occupied by splendid structures of stone and brick and iron. Under the influence of the large transportation interests, which were established there the next year, the building of the city progressed rapidly, and now it is not only a great trade and outfitting centre for the interior mining regions of British Columbia and the Yukon, and for the shipping, fishing and lumbering districts, but has several extensive industries—iron works, sugar refinery, cement works, canneries, soap works, cigar factories, paint works, breweries, steel pipe works, evaporating establishments, ship-yard, marine railway, etc. The city is the centre of the lumber trade of the province, and within its limits are several large sawmills. The population, which was 1,099 in 1886, rose to 32,000 in 1903, and the assessed value of property is about $17,000,000. Electric cars run on the principal streets, which are paved with asphalt, and there is a service of electric cars to and from New Westminster, on the Fraser River, a distance of about twelve miles. The C. P. R. Co's Hotel, the Vancouver, recently enlarged to meet increasing wants, in comfort, luxury and refinement of service is equal to any hotel on the continent, and in the vicinity of this hotel is an opera house admitted to be unsurpassed in elegance by any outside of New York. The new C. P. R. station is a magnificent building on the waterfront. The city is laid out on a magnificent scale, and it is being built up in a style fully in accord with the plan. Its private residences, business blocks, hotels, clubs and public buildings of all classes, several of which were erected in recent years, would be creditable to any city, and Stanley Park is a dream of beauty to all tourists. It is unsurpassed by any other in the world.

The following table of distances will be useful for reference:—

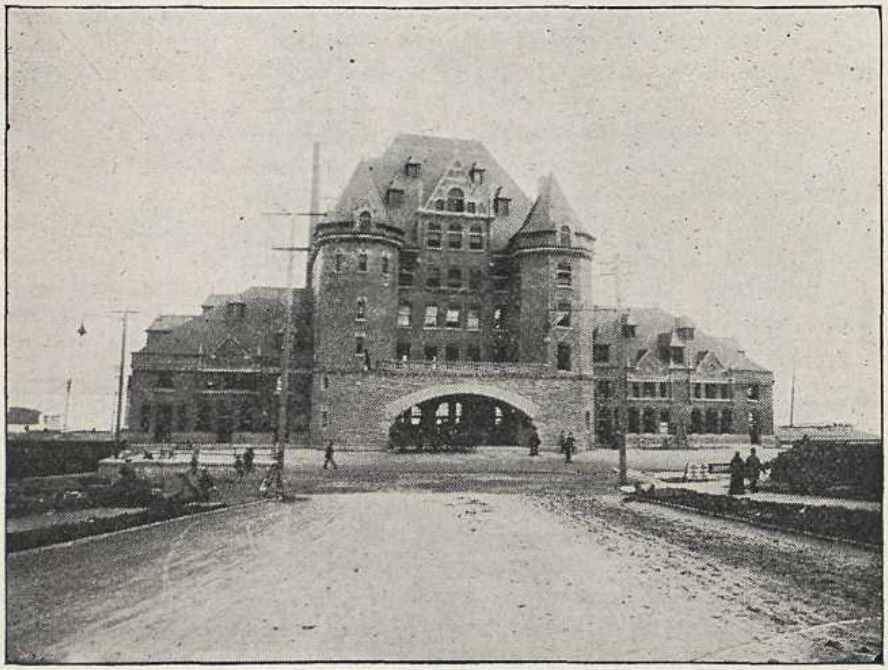
	Miles.
Vancouver to Montreal	2,906
Vancouver to New York, via Brockville	3,163
Vancouver to Boston, via Montreal	3,248
Vancouver to Liverpool, via Montreal	5,713
San Francisco to New York	3,266
San Francisco to Boston	3,370
Yokohama, Japan, to Liverpool, via San Francisco.	11,281
Yokohama, Japan, to Liverpool, via Vancouver	10,047
Sydney to Liverpool, via Vancouver	12,673
Sydney to Liverpool, via San Francisco	13,032
Liverpool to Hong Kong, via Vancouver	11,649
Liverpool to Hong Kong, via San Francisco	12,883
Vancouver to Yokohama	4,283
Vancouver to Hong Kong	5,936
Vancouver to Calcutta	8,987
Vancouver to London, via Suez Canal	15,735
Vancouver to Suva, Fiji	5,215
Vancouver to Honolulu, H. I.	2,410
Vancouver to Sydney, N. S. W.	6,960

NEW WESTMINSTER.—This city, founded by Colonel Moody during the Fraser River gold excitement in 1858, is situated on the north bank of the Fraser River, sixteen miles from its mouth, is accessible for deep water shipping, and lies in the centre of a tract of country of rich and varied resources. It is connected with the main line of the Canadian Pacific Railway by a branch line from Westminster Junction, and with Vancouver by an electric railway. New Westminster is chiefly known abroad for its salmon trade and its lumber business, but the agricultural interests of the district are now coming into prominence, and giving the city additional stability, particularly as it is the market town of the Fraser River valley and the delta. There are five large salmon canneries within the city's limits, and cold storage establishments, this being one of the most important industries of the region, and has led to the establishment of an automatic can factory, which manufactures over nine millions of cans annually. Lumbering operations are also extensive and profitable, the three mills in the city alone cutting about 40,000,000 feet annually, besides turning out salmon and other cases, and large quantities of shingles. There are also an oatmeal mill, condensed milk factory, sash and door factories, machine shops, etc., and a magnificent system of waterworks. At the New Westminster Royal Park an annual exhibition is held, which is amongst the best in Canada. The Provincial Penitentiary, Asylum for the Insane, and other public buildings are located here. The city has two

colleges, high school, three public schools, three hospitals, and fourteen churches.

STEVESTON.—A town at the mouth of the Fraser, where a number of large fish canneries are located. The Vancouver & Lulu Island Railway, operated by the C. P. R., connects this town with Vancouver, the road traversing the fertile delta of the Fraser.

LADNER'S, a rising town on the delta of the Fraser, has several fish canneries, saw-mill, creamery, etc., and is surrounded by a prairie region of great fertility, a considerable area having been reclaimed by dyking.



CANADIAN PACIFIC RAILWAY STATION, VANCOUVER, B.C.

CHILLIWACK, an important town, with a population of 700, is in the centre of a large agricultural and fruit-growing district, known as the garden of British Columbia. The valley has about 3680 inhabitants. It has a fruit cannery, cheese factories, creameries, several saw and shingle mills, grist mill, lime kiln, brick-yard, etc. Steamers run daily between Chilliwack and New Westminster.

MISSION CITY is a C. P. R. junction point, with its Mission branch connecting with the American system. It is 43 miles from Vancouver, on the north side of the Fraser, and has a large area of farming lands

tributary to it, which are also well adapted for fruit-growing. The Pitt Meadows, which include 40,000 acres of bottom lands being reclaimed by dyking, are contiguous to the town.

AGASSIZ, on the main line of the C. P. R., 71 miles east of Vancouver, is the site of the Dominion Government Experimental Farm, which has proved of great benefit to the farmers and fruit-growers of the province. Besides all kinds of cereals, roots, fodder and plants that are under test, very many varieties of apples, pears, plums, cherries, peaches, apricots, grapes and all varieties of smaller fruits are under cultivation. Almonds, walnuts, filberts and chestnuts are also grown. Attention is paid to the raising of live stock at the farm, and in the district hop-growing is extensively carried on. This industry is being rapidly developed, the average crop being 1,100 lbs to the acre.

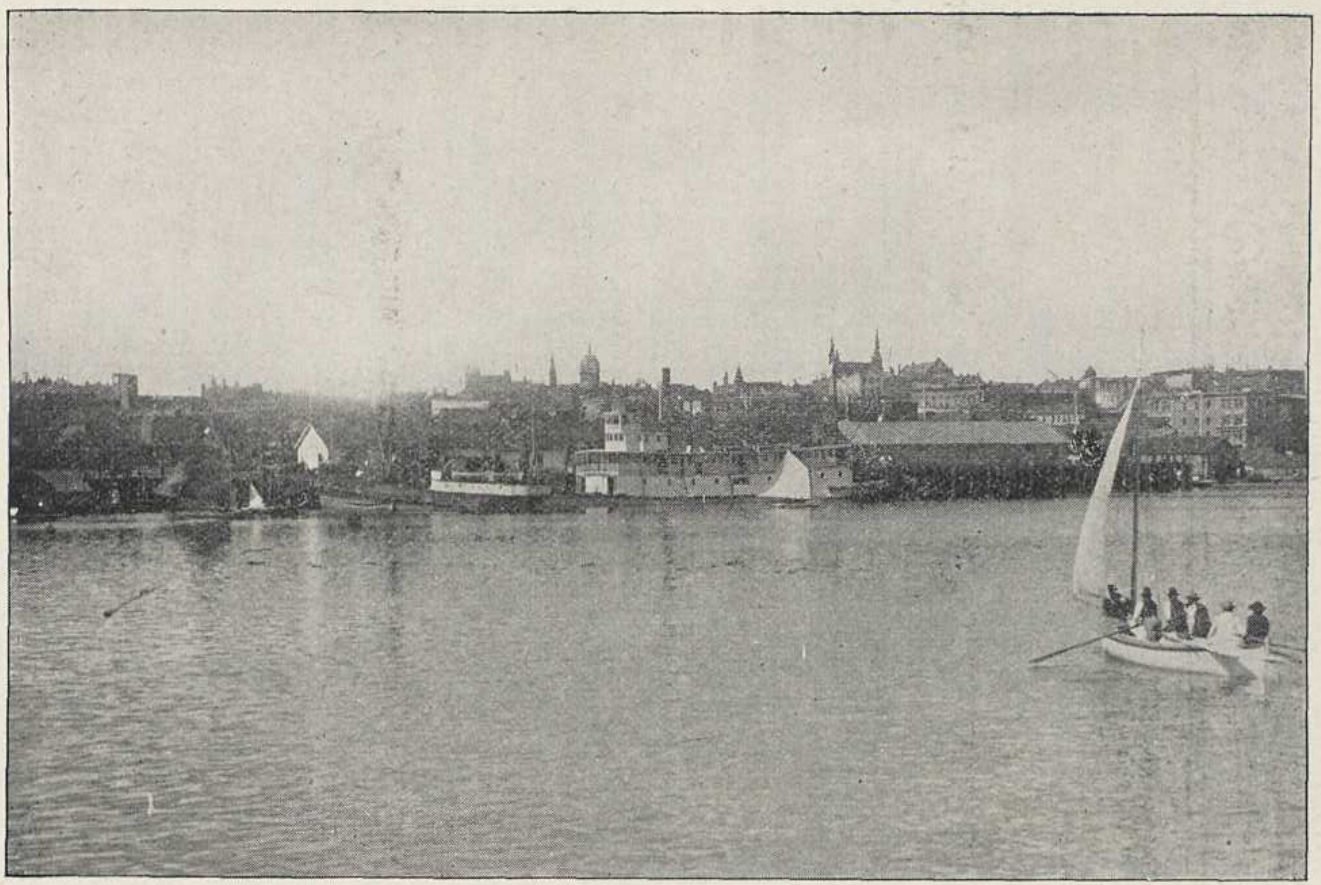
HARRISON HOT SPRINGS, is a noted health resort for people on the coast from Southern California to Alaska, is five miles distant on Harrison Lake, and is reached from Agassiz by stage daily. At Howe Sound just north of Vancouver has been discovered a large zone of schist carrying copper ore with a little gold and silver.

A group of claims was located on this ore body and is now called the Britannia Mine, this body of ore has been proved to be of immense extent and bids fair to be one of the largest bodies of copper ore in North America.

VANCOUVER ISLAND.

Vancouver Island is separated from the mainland by the Straits of Georgia. It is the largest on the west coast of America, being about three hundred miles long, and with an average breadth of about fifty miles, and contains an estimated area of about 15,000 square miles. The coast line, more particularly on the west side, is broken by numerous inlets of the sea, some of which run up to the interior of the Island for many miles between precipitous cliffs, backed by high and rugged mountains, which are clothed in fir, hemlock and cedar. At some points are sheltered bays, which receive small streams, watering an open gladed country, having a growth of wild flowers and grasses—the white clover, sweet grass, cowslip, wild timothy, and a profusion of berries. The two ends of Vancouver Island are, comparatively speaking, flat, but there are mountains in the interior ranging from 6,000 to 8,000 feet on the highest ridges. The interior of the island, still unsettled at any distance from the sea coast, is largely interspersed with lakes and small streams. The surface is beautifully diversified by mountains, hills and rich valleys, and on the east coast the soil is so good that great encouragement is offered to agricultural settlement and fruit growing.

In other parts the soil is light and of little depth, but it is heavily wooded. In the inland lakes and in the indentations of the coast



THE UPPER HARBOUR, VICTORIA, B.C.

there is a plentiful supply of fish, and a fair variety of game on shore. The scenery is picturesque and varied.

The island is rich in mineral wealth, besides the great coal mines of Nanaimo, whose output amounts to over 1,000,000 tons annually—in 1901 being 1,312,202 tons—there being discoveries of gold and other valuable metals in several districts. The region about Alberni has come into prominence owing to the "finds" of gold and copper, and it is expected that this district will rank high among the gold-producing centres of the north, as development, already well under way, progresses. Some of the rocks of the island furnish excellent building material, the grey granite being equal to the Scotch and English granites.

The principal harbor is that at Esquimalt, which has long been the rendezvous of the British squadron in the North Pacific. It is situated at the south end of the island, on the eastern side. There are, however, numerous good harbors both on the east and west coasts of the island, notably Nanaimo and Departure Bay on the former, and Alberni Canal and Quatsimo Sound on the latter.

VICTORIA is the capital of British Columbia, and the chief city of Vancouver Island, with a population of 26,000. It was formerly a stockaded post or the Hudson's Bay Company, and was then called Fort Victoria. It is delightfully situated on a small arm of the sea, commanding a superb view of the Straits of Juan de Fuca, the Olympian range in Washington, the mountains of the mainland, and snow-capped Mount Baker in the distance. The city's age may date from 1858, when the discovery of gold on the mainland brought a rush of miners from the south. It is now a wealthy, well-built and a very English city, with business and shipping interests of great importance. Victoria is pre-eminently a place to delight tourists, and has ample accommodation for a large floating population, having several comfortable hotels, one or two of which are noted for the excellence of their tables. Beacon Hill Park, Oak Bay, and other resorts are interesting places. Various public buildings are also worthy of more than passing notice, the new Government buildings, costing about $1,000,000, and covering an acre of ground, especially being an imposing structure. Many of the manufacturing and commercial interests of the province are centred at Victoria, which is one of the great outfitting points on the coast for mining parties destined for the Yukon, Cassiar, and other mining regions. It has one of the largest iron works on the Pacific Coast outside of San Francisco, and several smaller foundries and machine shops, and many factories. The city is amply provided with educational facilities, both public and private.

Victoria has the advantage of being a port of call of the Canadian Pacific Railway Company's Royal Mail Steamship Line of steamers to and from Japan and China; the Canadian-Australian Line to Honolulu,

Suva, and Brisbane and Sydney, Australia, and several other lines. Steamers run daily between Victoria and Vancouver, and the trip from city to city through the clustered isles of the Straits of Georgia is very pleasant. Boats ply to all important Puget Sound ports, and to points northward on the island and mainland, and all regular San Francisco and Alaska steamers call at Victoria.

The country for some miles about the city supports a scattered farming population, and furnishes a portion of the supplies of the city, but it is particularly adapted to fruit culture. Here every variety of fruit grown in a temperate climate attains peculiar excellence, and fruit culture promises to become a leading industry in the near future.

ESQUIMALT.—There is a small town at the northern corner of the harbor of Esquimalt. The nucleus of it is some British Government buildings, consisting of a naval hospital, an arsenal and two dockyard buildings. The graving dock is the largest on the Pacific Coast. Esquimalt is only three and a half miles from Victoria by land, and is connected with it by an excellent macadamized road and an electric car service.

NANAIMO.—Situated on rising ground and overlooking a fine harbor on the east coast of Vancouver Island is the City of Nanaimo, with a population of 5,000, but taking in the mining districts immediately tributary to it the population would probably be between 9,000 and 10,000. Nanaimo ranks next to Victoria in importance. It is 70 miles north of Victoria, and depends chiefly on its coaling interests and shipping business for support. Nanaimo harbor is connected by a deep channel with Departure Bay, where the largest craft find safe anchorage. Vancouver Island bituminous coal is now acknowledged to be superior for all practical purposes to any coal on the Pacific Coast. Large quantities are sent to San Francisco, to the Hawaiian Islands and China, being shipped from either Nanaimo or Departure Bay. Nanaimo is also the coaling station for the British squadron in the Pacific. A large number of men find employment in the mines and about the docks, and the town, for its size, is well supplied with the requirements of a growing population. It has churches, schools, hotels, waterworks, telephone, and several manufacturing industries, and daily and semi-weekly newspapers. Much of the land is excellent for agricultural purposs. There is a week-day railway train service between Nanaimo and Victoria, and connections by steamer with Vancouver.

LADYSMITH is a new town, and is the point of export for the Extension Mines, which will soon be one of the largest coal producers in America. It is also the residence of the miners. Extensive coal bunkers have been erected, and C. P. R. freight cars are ferried over to Ladysmith from Vancouver. The Tyhee Copper Co. has built a 200 ton smelter here, and has been running steadily since October, 1902, on copper ore from the Tyhee Mine. The Tyhee Mine has been worked

without intermission and has a three years' supply of ore blocked out for smelting, it carries a high percentage of copper besides gold and silver.

CHEMAINUS, six miles from Ladysmith, is situated on the harbor of Chemainus, one of the best on the coast. Here the Chemainus Saw-mills Company has the largest saw-mills in the province, doing solely an export business. It is also the terminus of a short line of railway built into the logging camps. Several miles from Chemainus are situated the Mount Sicker and Mount Brenton mines. The Lenora is already a large shipper of gold and copper ores, and the Tyhee is able farming lands in the immediate vicinity.

CROFTON, 40 miles from Victoria, on Osborne Bay, on the east coast of Vancouver Island. A large smelter with a daily capacity of being extensively developed by British capital. There are, too, consider- 400 tons, is in operation, treating the ores of Mount Sicker and of the mines on the west coast of the mainland. Crofton is of recent birth, but has already become an important business place. It is connected by rail and stage with Mount Sicker, and has daily rail and steamboat communication with Victoria.

MOUNT SICKER, situated near the summit of the mountain of that name, and about 55 miles from Victoria, is a flourishing mining camp, having a population of about 2,500. It has a good school-house, a first-class hotel and several well-stocked general stores. It is the headquarters of the Lenora, Tyhee, Copper Canyon, Richard' III., and other working mines, the output of which will at present aggregate about 500 tons a day. The Mount Sicker Railway connects the town with Westholme and Crofton, and there is a daily stage service to Duncan, the county town of Cowichan district.

DUNCAN, on the E. & N. Railway, 50 miles north of Victoria, is also a substantial business place, which is gradually assuming the importance of a county town, deriving its business from the neighboring farming community and the mines of Mount Sicker and Brenton. The Cowichan creamery at Duncan is famed for the quality of its product. Duncan is also a rendezvous for sportsmen, being the centre of a fine fishing and hunting district.

The three places, Victoria, Nanaimo and Esquimalt, all on the south-eastern corner of Vancouver Island, are the principal centres. There are smaller communities on the island, mainly on the south-east corner, and at no great distances from the three principal places already spoken of. Such is Cowichan, a settlement on the east coast, about midway between Victoria and Nanaimo, where the quality of the soil permits farming to be carried on to great advantage. Saanich is another farming settlement at the extreme south-east; Maple Bay, Somenos, all in the neighborhood of Cowichan; Comox, some 60 miles north of Nanaimo, in the vicinty of which are some of the principal logging camps; Union, where large coke ovens are in

constant operation, and Sooke, a short distance south-west of Esquimalt. Alberni, on the west coast, where gold in quantities has recently been discovered, is attracting attention, and promises to become a great mining region, with one or two towns of importance.

THE SOIL OF VANCOUVER ISLAND.

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

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

MINERALS OF BRITISH COLUMBIA.

It would be difficult to indicate any defined section of British Columbia in which gold or silver has not been or will not be found. The first mines discovered were on the Thompson River; then on the Fraser and Hope, and continued up the Fraser to the Cariboo district.

Gold has been found on the slopes of the Rocky Mountains, on Queen Charlotte Islands at the extreme west, and on every range of mountains that intervenes between these two extreme points. Until a comparatively recent date, the work has been practically placer mining, a mere scratching of the surface, yet over sixty-three millions of dollars have been scraped out of the rivers and creeks.

The railway now pierces the auriferous ranges; men and material can be carried into the heart of the mountains, and with each succeeding season fresh gold deposits are found, or the old ones traced to the quartz rock, and capital and adequate machinery brought to bear upon them. In no section is this more strongly demonstrated than in the famed Cariboo region, where during the past few years hydraulic mining has been carried on on a large scale, and improved plant to the value of nearly a million dollars introduced. Already the results have been most satisfactory. The recognized and greatest authority on mineralogy in Canada, the late Dr. G. M. Dawson, F.R.G.S., who for fifteen years was engaged in exploring British Columbia,

says: "The explorations of the Geological Survey of Canada have already resulted in placing on record the occurrence of rich ores of gold and silver in various places scattered along the entire length of the Cordilleran (Rocky Mountain) region in Canada. * * Because a mountainous country, and till of late a very remote one, the development of the resources of British Columbia has heretofore been slow, but the preliminary difficulties having been overcome, it is now, there is every reason to believe, on the verge of an era of prosperity and expansion of which it is yet difficult to foresee the amount or the end. * * Everything which has been ascertained of the geological

PART OF TRAIL, B.C., AND COLUMBIA RIVER.

character of the province, as a whole, tends to the belief that so soon as means of travel and transport shall be extended to what are still the more inaccessible districts, these also will be discovered to be equally rich in minerals, particularly in precious metals, gold and silver."

There are large areas still open to the poor prospector, and there are numerous openings for the capitalist. To the agricultural settler the existence of gold is of double significance. He is certain of a market for his produce; he is not debarred from mining a little on his own account, and he is never deprived of the hope that he will one day become the fortunate discoverer of a bonanza.

The total output of gold since its first dscovery in British Columbia is estimated at over $80,000,000. In 1901, the gold production reached $4,348,603, of which $970,100 was from placers. The yield of copper during the same year was valued at $4,446,963, an increase of $2,831,-074 over the previous year, and the past year (for which the official returns have not yet been received) will show much larger figures. During the coming year, with present facilities for prospecting, even much heavier returns are expected, for the era of scientific mining in British Columbia has only commenced.

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

Silver has been discovered in several places. The best known argentiferous localities are in East and West Kootenay, from whose mines shipments of ore are largely increasing yearly. Railroads in these sections have opened up the country, and a magnificent steamboat service on the lakes and rivers affords every required means of transportation. Several smelters have been erected, and are in operation, smelting the ore in close proximity to the mines, while the establishment of others at favorable points is an assured fact. There can be no doubt that the output will be largely on the increase, as development work shows more ore in sight every day, and the conditions for mining cheaply have largely improved. In 1901 the output of silver was valued at $2,884,745, and of lead at $2,002,733.

Great iron deposits exist in Texada Island and in East Kootenay, and copper deposits have been found at several points on the coast of the mainland.

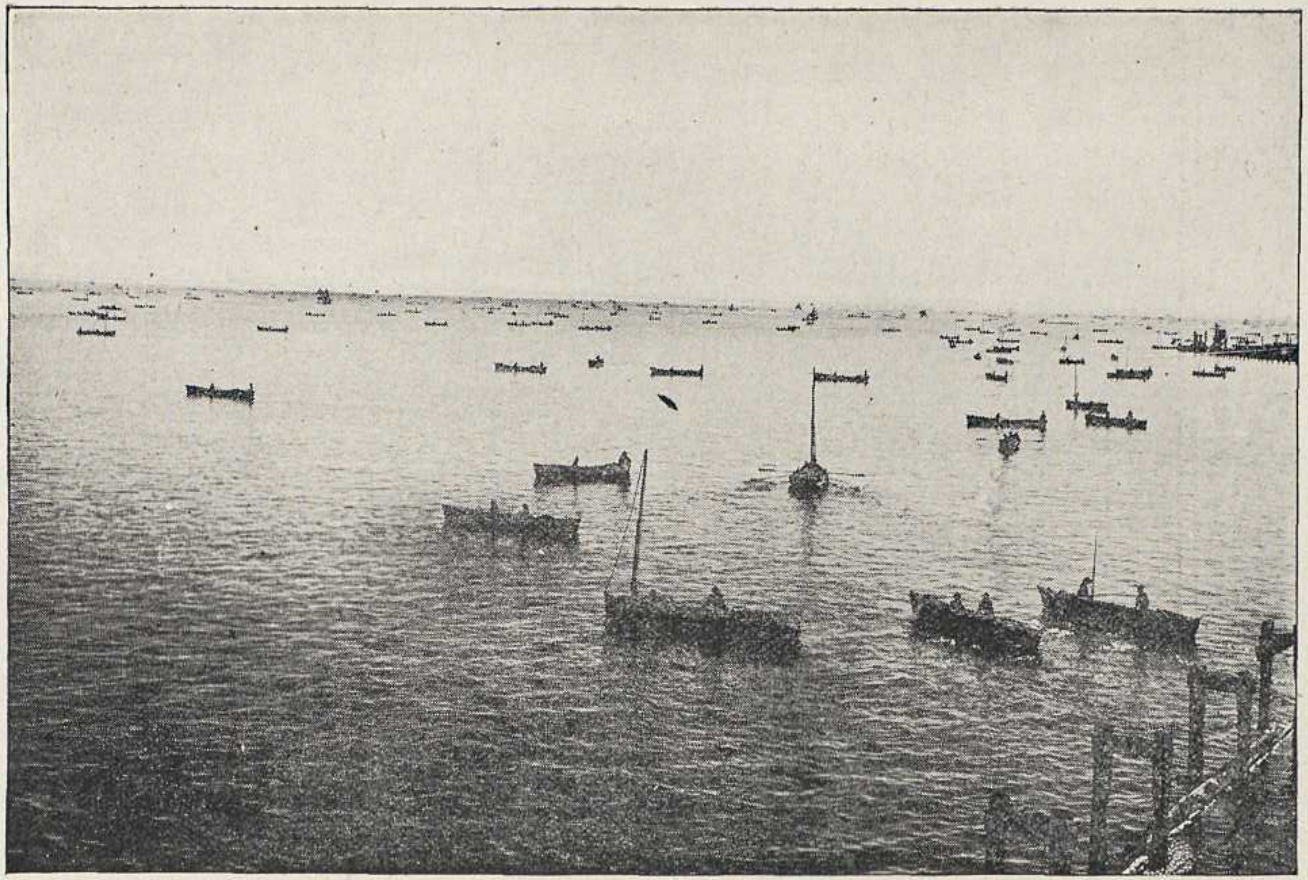
A ledge of cinnabar, found on Kamloops Lake, is operated by the Cinnabar Mining Company. The true vein is reported as being fourteen inches thick, and there appears to be a large scattered quantity besides. Assays give a high percentage of mercury.

In Alberni district, on the west coast of Vancouver Island, a considerable amount of work is in progress. Numerous quartz veins have been discovered and are being opened up.

Bituminous coal has been extensively worked for many years past on Vancouver Island.

Bituminous coal has been discovered on the mainland in the New Westminster and Nicola districts, and other indications of coal have been found in many parts. The same formation exists on the mainland as on the Island, and the New Westminster and Nicola coal beds are probably small portions only of a large area.

The coal fields of the Crow's Nest Pass in East Kootenay, said to be the largest in the world in extent, are already referred to in pre-



THE SALMON FISHING FLEET.

vious pages. There are other vast coal deposits known to exist in other portions of south-east Kootenay, which will have a remarkable value now that the Crow's Nest Pass Railway is completed to West Kootenay.

Anthracite has been found in several parts of Vancouver Island, and this would seem to indicate that the seams round in Queen Charlotte Island will be traced to Vancouver. The total output of coal in 1901 was 1,460,331 tons, valued at $4,380,993; and the aggregate production to 1st January, 1903, was 18,821,196 tons, valued at $56,845,-112. In addition, there were 428,892 tons of coke produced, valued at $2,144,460.

The exploration of the province, says a mining authority, has proved that great opportunities exist for those who may wish to mine the baser metals and rarer minerals used in the arts, sciences and ordinary commerce.

SYNOPSIS OF BRITISH COLUMBIA MINING LAWS.

(Subject to alteration, and not applicable to the Yukon.)

The following is a synopsis of the mining laws of British Columbia:

A free miner is a person, male or female, above the age of 18 years, who is the holder of a valid free miner's certificate, which costs $5 for a full year, or a proportionate sum for any shorter period; but all certificates expire on May 31st. A free miner may enter on Crown lands and also on other lands where the right to enter has been reserved, and may prospect for minerals, locate claims and mine. Claims may not be located on Indian reserves nor within the curtilage of any dwelling. Should a free miner neglect to renew his certificate upon expiry, all mining claims held by him under its rights, if not Crown granted, revert to the Crown, unless he be a joint owner, in which case his interest or share reverts to his qualified partners or co-owners. It is not necessary for a shareholder in an incorporated mining company, as such, to possess a free miner's certificate.

A mineral claim is a rectangular piece of ground not exceeding 1,500 feet square. The claim is located by erecting three posts, as defined in the Act. In general, location of a claim must be recorded within a period varying according to distance from a registrar's office from date of location. A mineral claim, prior to being Crown-granted, is held practically on a yearly lease, an essential requirement of which is the doing of assessment work on the claim annually of the value of $100, or, in lieu thereof, payment of that amount to the mining recorder. Each assessment must be recorded before the expiration of the year to which it belongs, or the claim is deemed abandoned. Should the claim not meantime have been relocated by another free miner, record of the assessment work may be made within 30 days

immediately following the date of expiry of the year, upon payment of a fee of $10. A survey of a mineral claim may be recorded as an assessment at its actual value to the extent of $100. If during any year work be done to a greater extent than the required $100, any additional sums of $100 each (but not less than $100) may be recorded and counted as assessments for the following years. When assessment work to the value of $500 has been recorded the owner of a mineral claim is, upon payment of a fee of $25, and giving certain notices, entitled to a Crown grant, after obtainment of which further work on the claim is not compulsory. The act includes, too, liberal provisions for obtaining mill and tunnel sites and other facilities for the better working of claims.

There are various classes of placer claims severally defined in the "Placer Mining Act" under the heads of creek, bar, dry, bench, hill and precious-stone diggings. Placer claims are 250 feet square, but a little variation is provided for under certain conditions. They are located by placing a legal post at each corner and marking on the initial post certain required information. Locations must be recorded within three days if within 10 miles of a recorder's office; but if farther away another day is allowed for each additional 10 miles. Record before the close of each year is requisite for the retention of placer claims. Continuous work, as far as practicable, during working hours, is necessary, otherwise a cessation of work for 72 hours, except for reasons satisfactory to the Gold Commissioner, is regarded as an abandonment. The Commissioner, however, has power to authorize suspension of work under certain conditions and also to grant rights to facilitate working of claims. No special privileges are granted to discoverers of "mineral" claims, but those satisfying the Gold Commissioner that they have made a new "placer" discovery are allotted claims of extra size.

No free miner may legally hold by location more than one mineral claim on the same lode or vein, and in placer diggings he may not locate more than one claim on each creek, ravine or hill, and not more than two in the same locality, only one of which may be a creek claim.

In both mineral and placer Acts provision is made for the formation of mining partnerships, both of a general and limited liability character; also for the collection of the proportion of value of assessment work that may be due from any co-owner.

Leases of unoccupied Crown lands are granted for hydraulicing or dredging, upon the recommendation of the Gold Commissioner, after certain requirements have been complied with. An application fee of $20 is payable. Leases may not exceed 20 years' duration. For a creek lease the maximum area is ½ mile and the minimum annual rental $75; hydraulic lease, area 80 acres, rental $50, and at least $1,000 per annum to be spent in development; dredging lease, area 5 miles, rental

$50 per mile, development work $1,000 per mile per annum, and a royalty payable to the Government of 50c per ounce of gold mined.

Mineral or placer claims are not subject to taxation unless Crown-granted, in which case the tax is 25c per acre per annum; but if $200 be spent in work on the claim in a year this tax is remitted. A tax of 2 per cent. is levied on all ores and other mineral products, the valuation being the net return from the smelter; that is, the cost of freight and treatment is deducted from the value of the product, but not that of mining. These taxes are in substitution for all taxes on the land, and personal property tax in respect of sums so produced, so long as the land is used only for mining purposes. A royalty of 50c per 1,000 feet is charged on all timber taken from the land for mining uses.

Applications for coal or petroleum prospecting licenses must, after the publication of certain notices, be made to the Gold Commissioner, accompanied by plans of the land and a fee of $50, which sum will be applied as the first year's rent. Limit of land a license will cover is 640 acres. Extension of lease for a second or third year may be granted. Upon proof of discovery of coal royalty and a tax of 10c per ton of coal mined, 9c on coke,, and 1c per barrel of petroleum, is payable. After proof that land covered by lease has been worked continuously, lessee may, within three months of expiry of lease, purchase said land at $5 per acre.

Fees payable are: For a free miner's certificate, $5 per annum; records, $2.50 each; leases under "Placer Mining Act," $5, etc., etc. Incorporated companies pay for a free miner's certificate $50 per annum where the nominal capital is $100,000 or under, or $100 where it exceeds that sum.

PROVINCIAL MINING BUREAU.

By the establishment of a mining bureau in British Columbia by the Provincial Government, under the superintendency of Mr. W. F. Robertson, M.E., valuable information regarding mineral formations and deposits and mining properties is authentically disseminated throughout the country by means of official reports made after actual personal inspection. Reports, bulletins, etc., or any information obtained by the bureau will be promptly sent on application. In the Provincial Government buildings at Victoria a large collection of ores, minerals, etc., from the different mines is arranged in the mineralogical museum.

GOVERNMENT ASSAY OFFICE.

There are two Government assay offices in British Columbia. The Dominion Government has established one at Vancouver, to which miners and others are able to bring their gold and receive its value in

coinage. When the gold is taken to the assay office it is weighed, and a certificate given the owner showing the number of ounces. On this certificate the banks will advance one-half at once and will pay the remainder as soon as the gold is received with the assay value stamped on the bar. The Government has now decided to buy the gold outright, and hereafter a cheque will be issued on a leading bank, which will be payable at par, and will be for the full value of the gold, less the office charges, which amount to less than one-half of one per cent. This deduction is the same as that being made at all the assay offices in the United States.

The provincial assay office at Victoria also purchases gold on similar terms. Upon deposit of the gold at the Provincial Treasury, a certificate is issued, which is negotiable at any bank for half its value. After assay, a cheque for the full value on any bank in the city, is given the depositor, the only deduction being assay charges at the same rate as Seattle. Accounts are afterwards adjusted between the Provincial and Dominion Governments.

The miner receives the same value for his gold at both Vancouver and Victoria, and it is only a matter of personal choice which office he deals with. The rebate, however, is only obtainable at these two offices.

MINER'S WAGES.

The current wages paid in and about the mines are as follows: Miners receive from $3.00 to $3.50 per day (12 to 14 shillings); helpers, $2.00 to $2.50 (8 to 10 shillings); laborers, $2.00 to $2.50 per day (8 to 10 shillings; blacksmiths and mechanics, $3.00 to $5.00 per day (12 to 20 shillings). Board is usually $7.00 (28 shillings) per week at mining camps.

TIMBER.

No other province of Canada, no country in Europe, and no State in North America, compares with British Columbia in respect to its timber.

There are prairies here and there, valleys free from wood, and many openings in the thickest country, which in the aggregate make many hundred thousand acres of land on which no clearing is required, but near each open spot is a luxuriant growth of wood. The wooded area covers thousands of square miles, and includes forty kinds of timber; and even with a large number of saw-mills with a great daily capacity there is little danger of the depletion of the forest lands to any appreciable extent.

The finest growth is on the coast and Vancouver Island, and in the Gold and Selkirk ranges. Most prominent among these trees is the Douglas fir, a forest giant that sometimes attains a height of three

hundred feet, with a base circumference of from thirty to fifty feet. A good average, however, is a stick one hundred and fifty feet clear of limbs and five to six feet in diameter. This timber is the greatest British Columbia tree in so far as commerce is concerned, and in the opinion of many botanists is an admirable wood for pulp purposes. The yellow and red cedar, although not so widely distributed as the larger fir, is quite as valuable, if not more so. The red variety is employed largely for shingle making, the market for this shingle gradually growing in the East. Among the trees which play a prominent part in the commerce of the province are the white spruce, hemlock, white pine, balsam, tamarac, yew, cedar and cottonwood. The maple is also a valuable tree, although not so general as the others mentioned. There is an immense amount of timber suitable for pulp manufacture along the coast, and steps have recently been taken by the Legislature to encourage this industry by setting apart areas of timber lands for the purpose of establishing it in British Columbia.

The approximate number of lumber and shingle mills in operation in the province last year was 116, whose output was about 232,000,000 feet of lumber and 200,000,000 shingles. The capital invested in sawmills last year—not including the amounts invested in timber limits—was about $1,000,000.

Despite the number of mills in operation, the supply of timber seems to be inexhaustible, the extreme density of the forest, an acre of which sometimes yields 500,000 feet of lumber, rendering the deforestration slow.

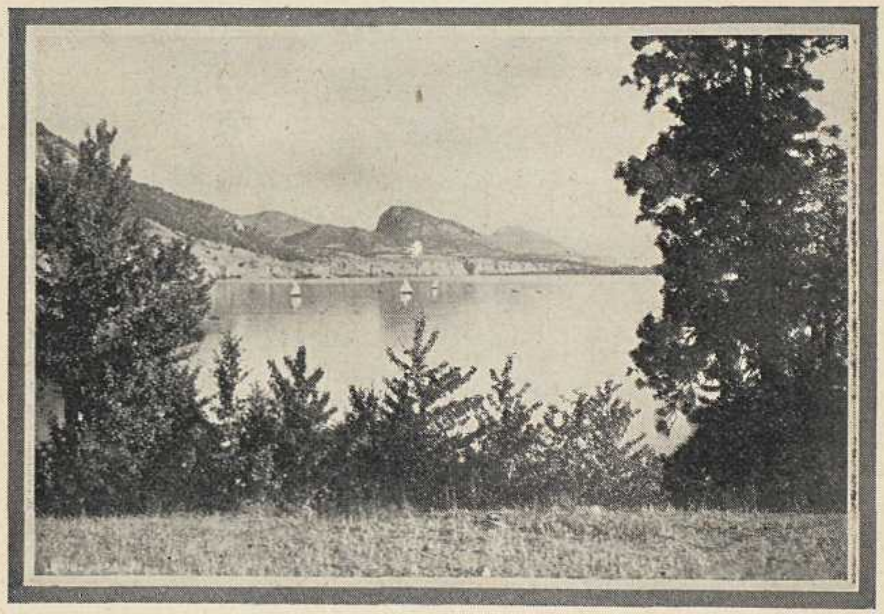
The market for British Columbia timber is becoming world-wide, and vessels from British Columbia carry the sawn product to Great Britain, Australia, Africa, South America, China and Japan, United States and Mexico.

The trees indigenous to the province are as follows: White fir, western white fir, mountain balsam, large-leaved maple, vine maple, red alder, arbutus, western birch, canoe birch, western dogwood, red cedar, American larch, mountain larch, western larch, white spruce, western black spruce, black spruce, white-mark pine, scrub pine, white mountain pine, black pine, yellow pine, western crab-apple, balsam, poplar, cottonwood, aspen, cherry, Douglas fir, western white oak, lance-leaved willow, willow, western yew, giant cedar, yellow cypress or cedar western hemlock, Alpine hemlock.

FISHERIES.

An important part of the trade of British Columbia is the wealth of fish in the waters of her coast. Of these the most valuable at present is the salmon. They literally teem in the Fraser and Columbia Rivers, and frequently passengers on the Canadian Pacific Railway are

astounded during the spawning season by the sight of broad expanses of river, or deep pools, packed almost solid with wriggling masses of splendid fish making their way to the spawning grounds, their motions being distinctly visible from the platforms or car windows as the trains pass by. The salmon make their way for great distances up the rivers. The salmon of the Columbia fill the streams of the Kootenay; those of the Fraser are found six hundred miles in the interior. There are five different kinds of this fish: the spring or tyhee, sockeye, cohoe, dog and humpback, the latter one only being of no commercial value, and they arrive from the sea at different times. There are seventy-two canneries



OKANAGAN LAKE.

in the province, employing a large number of men during the season. Of these, forty-eight are on the Fraser, and twenty-four on the rivers and streams north of that great waterway. The value of the fish catch has increased enormously, largely owing to the establishment of fish hatcheries. Since the beginning of this industry in 1876 the annual salmon pack has largely increased, and, owing to the fish hatcheries established by the Government, there is no danger of the rivers being depleted, one authority stating that the greater the catch the larger the number of fish to be caught. In addition a very large quantity of frozen salmon, and salmon put up in ice, is shipped to Australia, Great Britain and the United States, there being two extensive establishments in the city of New Westminster for freezing fish. Besides this

the fish consumed yearly in the province and exported fresh amounts to over $250,000.

Besides the salmon are the oolachan, which come in great numbers, and supply a valuable oil largely used by the natives. The black cod, a superior food fish, abounds from Cape Flattery northward. Cod, similar to the eastern variety, are taken on the banks off the coast of Alaska. Halibut of fine quality and large size are plentiful in the inner waters, on the banks of the west coast of Vancouver Island, and further north. The halibut fisheries are being developed, and during the past five years large quantities were exported to Boston for the United States market. The waters of the north seem to be alive with this fish, and there is apparently no limit to the quantity that could be taken. Sturgeon of very heavy weight, and occasionally up to 1,000 pounds, are numerous in the Fraser and large rivers; 1893 and 1894 were the first years for exporting this fish, and higher prices were secured than for sturgeon caught elsewhere. There is a great future for this industry, especially in the manufacture of caviare, which Prof. Prince, Dominion Fishery Commissioner, has pronounced equal to the Russian article. The surf smelt and common smelt and anchovy are abundant, and valued for the table. Herring is plentiful and appears to improve both in quantity and quality every year. Shad, with which the Sacramento River was stocked some years ago, are making their appearance in the Fraser River, and are equal to the best New Brunswick species. Trout abounds in the lakes, rivers and streams of the whole province. Oysters, mussels, crabs, etc., are plentiful.

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

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

LANDS.

As indicated in the descriptions of the several districts forming the mainland portion of British Columbia, the land varies in quality in different sections. There is almost every description and quality of land, from the rich river bottom land, such as that in the Fraser delta, to the light covering of moss and sand at high altitudes on the mountains. Between Yale and the coast, in the New Westminster district, where

the rainfall is regular, the land of the valleys is rich and heavy; east of Yale, where the rainfall is slight and irregular, there is a considerable quantity of good land, very productive under irrigation. In the Nicola and Okanagan valleys of the Yale district, and in both the Kootenays, there is a quantity of very fertile land, in some parts, as in the Okanagan section, requiring irrigation, and in other places sufficiently cared for by the rainfall. On the higher lands, the bunch grass grows freely, and affords the best pasturage for cattle. Where water is convenient for irrigating purposes, grains and vegetables succeed well in those sections otherwise used only for grazing. Along the Fraser valley fruit ripens well. A great number of varieties have been tried at the Experimental Farm at Agassiz, and the more delicate fruits have been successfully cultivated. Still greater success has been achieved in the Okanagan valley, a considerable distance east of Agassiz, so that in all parts of British Columbia south of the Canadian Pacific Railway the land, when worked as circumstances require, is found to be of the first quality for agricultural purposes. North of the railway line, in the district of Lillooet and Cariboo, there is a considerable quantity of land adapted to farming, and still larger tracts admirably suited for cattle-raising.

PROVINCIAL GOVERNMENT LANDS.

Crown lands in British Columbia are classified as either surveyed or unsurveyed lands and may be acquired by entry at the Government Lands Office, pre-emption or purchase.

The following persons may pre-empt Crown lands: Any person being the head of a family, a widow, or a single man over eighteen years of age, being a British subject, may record surveyed or unsurveyed Crown lands, which are unoccupied, or unreserved, and unrecorded (that is, unreserved for Indians or others, or unrecorded in the name of any other applicant).

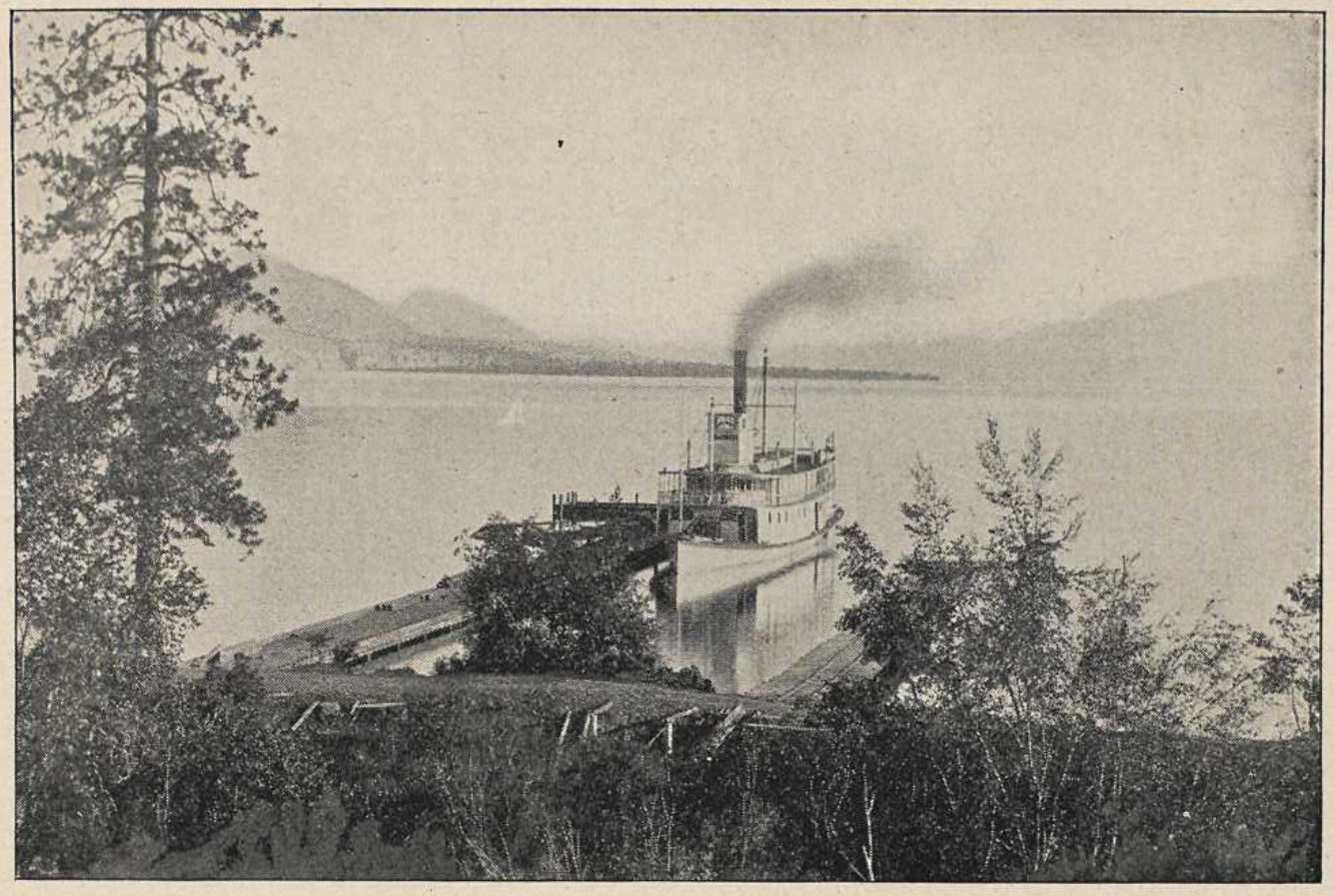
Aliens may also record such surveyed or unsurveyed land on making a declaration of intention to become a British subject.

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

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

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

Such land, until the Crown grant is issued, is held by occupation. Such occupation must be a bona fide personal residence of the settler or his family.



C. P. R. S.S. "ABERDEEN," OKANAGAN LAKE.

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

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

Land is considered abandoned if unoccupied for more than two months consecutively.

If so abandoned, the land becomes waste lands of the Crown.

The fee on recording is two dollars ($2).

The settler shall have the land surveyed at his own instance (subject to rectification of the boundaries) within five years from date of record.

After survey has been made upon proof, in declaration in writing of himself and two other persons, of occupation for two years from date of pre-emption, and of having made permanent improvement on the land to the value of two dollars and fifty cents per acre, the settler on producing the pre-emption certificate, obtains a certificate of improvement upon payment of a fee of $2.

After obtaining the certificate of improvement and paying for the land the settler is entitled to a Crown grant in fee simple. He pays $5 therefor.

The price of Crown lands, pre-empted, is $1 (4 shillings) per acre, which must be paid in four annual instalments, as follows:

First insalment two years from date of record or pre-emption, and yearly thereafter, but the last instalment is not payable till after the survey, if the land is unsurveyed.

Two, three, or four settlers may enter into partnership with pre-emptions of 160 acres each, and reside on one homestead. Improvements amounting to $2.50 per acre made on some portion thereof will secure Crown grant for the whole, conditions of payment being same as above.

The Crown grant reserves to the Crown a royalty of five cents per ton on every ton of merchantable coal raised or gotten from the land, not including dross or fine slack, and fifty cents per M. on timber. Coal and petroleum lands do not pass under grant of lands acquired since passage of Land Act Amendment of 1899.

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

The heirs of devisees of the settler are entitled to the Crown grant on his decease.

Crown lands may be purchased to the extent of 640 acres. Minimum price of first-class land, $5 per acre; second-class, $2.50 per acre; third-class, $1 per acre. No settlement duties are required on such land unless

a second purchase is contemplated. In such a case the first purchase must be improved to the extent of $5 per acre for first-class; $2.50, second-class; and $1.00, third class.

Leases of Crown lands in lots not exceeding 20 acres may be obtained; and if requisite improvements are made and conditions of the lease fulfilled at the expiration of lease, Crown grants are issued.

Leases are granted for hay lands for terms not exceeding ten years, and for any purpose whatsoever, except cutting hay, for a term not exceeding 21 years.

Twenty-one years' timber leases are now subject to public competition, and the highest cash bonus is accepted subject to the 50 cents per M. royalty above mentioned and an annual rental, in advance, of 15 cents per acre. The holder must put up a saw-mill capable of cutting not less than 1,000 feet of lumber per day of 12 hours for every 400 acres of land in such lease; and such mill shall be kept running for at least six months in every year.

For further information application should be made to the Chief Commissioner of Lands and Works, Victoria, B.C.

HOMESTEAD ACT.

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

DOMINION GOVERNMENT LANDS.

All the lands in British Columbia within twenty miles on each side of the Canadian Pacific Railway main line are the property of Canada, with all the timber and minerals they contain (except precious metals). This tract of land, with its timber, hay, water-powers, coal and stone, is now administered by the Department of the Interior of Canada, practically according to the same laws and regulations as are the public lands in Manitoba and the North-West Territories. Government agencies are established at Kamloops, in the mountains, and New Westminster, on the coast.

CANADIAN PACIFIC RAILWAY LANDS.

The Canadian Pacific Railway Company controls a large area of choice farming and ranching lands in the Kootenay and Boundary districts. The prices range from $1.00 (four shillings) an acre to $5.00 (twenty shillings) an acre, the latter being for first-class agricultural lands. These lands are now readily accessible by the Crow's Nest Pass Railway and the Columbia & Western Railway.

The Company has adopted the folowing terms of payment:

The aggregate amount of principal and interest is divided into instalments, as shown in the table below; the first to be paid at the time of purchase, the remainder annually thereafter.

The following table shows the amount of the annual instalments on 160 acres at different prices under the above conditions:

160 acres at	$1 00	per acre,	1st instalment	$45 65	and four	equal instalments of		$33 00
"	1 25	"	"	57 95	"	"	"	41 00
"	1 50	"	"	58 87	five	"	"	43 00
"	1 75	"	"	58 73	six	"	"	45 00
"	2 00	"	"	57 62	seven	"	"	47 00
"	2 25	"	"	55 73	eight	"	"	49 00
"	2 50	"	"	59 91	nine	"	"	50 00
"	2 75	"	"	65 90	"	"	"	55 00
"	3 00	"	"	71 90	"	"	"	60 00
"	3 50	"	"	83 90	"	"	"	70 00
"	4 00	"	"	95 85	"	"	"	80 00
"	4 50	"	"	107 85	"	"	"	90 00
"	5 00	"	"	119 85	"	"	"	100 00
"	5 50	"	"	131 80	"	"	"	110 00
"	6 00	"	"	143 80	"	"	"	120 00

DISCOUNT FOR CASH. If the land is paid for in full at time of purchase, a reduction from price will be allowed equal to ten per cent. on the amount paid in excess of the usual cash instalment.

Special terms and conditions govern the sale of the Company's timber lands.

Interest at six per cent. will be charged on ovedue instalments.

The Company has also lots for sale in the following town sites: Elko, Cranbrook, Kimberley, Moyelle, Kitchener, Creston, in East Kootenay; Nelson, Procter, Trail, Nakusp, Lemonton, Arrowhead and Revelstoke in West Kootenay; Cascade City, Columbia, Eholt, Greenwood, Midway and Kamloops in Yale district, and at Vancouver on the coast.

The terms of payment are one-third cash, and the balance in six and twelve months.

Maps showing the Company's lands can be secured on application to F. T. Griffin, C. P. R. Land Commissioner, Winnipeg, Man.; J. S. Dennis, Superintendent of Irrigation and British Columbia Land Commissioner, Calgary, or to A. Taylor, District Land Agent, Nelson.

CLIMATE.

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

THE SOUTHERN ZONE.

This area, including that between the international boundary, 49 and 51 degrees N. lat., comprises several distinct districts—the East Kootenay, the West Kootenay, and the Okanagan and Kamloops country, or that lying between the Gold range and the Coast range.

The East Kootenay climate is so mild that "hops can be successfully cultivated, and fruits give a fair yield, considering that the little orchards were only planted a few years ago."

The West Kootenay lies between the Purcell range and the Gold range proper, and includes the beautiful Arrowhead Lakes, leading

CANADIAN PACIFIC RAILWAY, VANCOUVER HOTEL, VANCOUVER, B.C.

down from Revelstoke by the Columbia River. This, while a great mining country, has, as the agricultural report already quoted states, areas from 50 to 1,000 acres in extent, here and there, available for agriculture. "About Revelstoke the red clover and vegetable and root crops grow luxuriantly." Fruit trees, when planted, have done well. The small tracts which have been cultivated about Nelson and Kaslo have produced splendid small fruits. On the shores of Kootenay Lake apple, pear, plum, cherry and fruit trees are all found doing well on a ranch, with fruit of excellent quality. Large reclamation works are going on on lands on the Kootenay River, where 40,000 acres of bottom

lands have been dyked. The manager of the works states: "We have found the soil and climate of the Lower Kootenay meadows almost phenomenally favorable for cereals, root crops, garden vegetables, and small fruits. The climate is both healthful and pleasant."

The Okanagan valley, from Kettle River, on the boundary, to the Thompson, "is the great country of the Okanagan," says Dr. Bryce in the "Climates of Canada," consisting of lower valleys and undulating plains and bench lands westward to the slopes of the Coast range, which, of all British Columbia, has the climate which will go far to give it claims as the great Canadian sanitorium. Of a width of 100 miles or more and 150 from north to south, this country has running northward to the Thompson the series of rivers and lake expansions known as the Okanagan Lakes. The general level of the bench lands lies between 1,000 and 2,000 feet, Vernon being 1,200. To describe it would be to follow up an endless series of valleys, as of the Kettle River, of the Similkameen River and Osoyoos Lake having the lowest average temperature in January, only 22.6 degrees, and highest average, 75 degrees, in July; of the Princeton and Granite Creek valleys, extending to Nicola, near the railway, lying to the northward, and having a rainfall in 1890 of 5.4 inches and very limited snowfall, not exceeding five inches as rain; of the Penticton and Trout Creek valley, at an altitude of 1,100 feet, with the bottoms for hay-cutting and the ranges for cattle, rising hundreds of feet as bench lands. Hillsides here are of a rich sandy loam, and clothed in many places with pine and the Douglas fir, with cottonwood, birch and willows along the river bottoms, as in the country surrounding the Okanagan Lake, from the Mission to Vernon, some forty miles apart. Here the total annual rainfall does not exceed ten inches, with the highest average temperature in August of 64 degrees and the lowest in February of 21 degrees. About Vernon are the Okanagan Valley proper, the White Valley, Creighton Valley, and the country of Mabel and Sugar Lakes, all with a climate much the same as at the Okanagan Mission, the altitude being 1,200 feet."

Near Vernon is the Coldstream estate of Lord Aberdeen, on which are located the largest orchards in the province, producing annually magnificent crops of the choicest varieties of apples, such as the Northern Spy, King of Tompkins, MacIntosh Red, Golden Russet, Rhode Island Greening, St. Lawrence and others of the most perfect form, coloring and flavor. Bartlett, Anjou and Flemish Beauty pears are grown of such size, perfection of form and freedom from blemish as to be hardly recognizable by Eastern fruit-growers. The plums and prunes produced are also large, rich and luscious, and the reputation of Coldstream fruit wherever it has been marketed throughout the North-West Territories and Manitoba is of the highest character. These orchards are being extended yearly, and are very profitable. There are

a number of smaller orchards in the Vernon district, all of which are successful and the future of the fruit-growing industry is most promising. At Kelowna, some thirty miles south of Vernon, Lord Aberdeen has another property, the Guisachan Ranch, which is devoted principally to dairying and hog-raising, and in this district there are a number of profitable orchards, varying in size from an acre or so up to fifty acres. The orchard of Mr. T. W. Stirling is a notable illustration of the possibilities of the district in this line, with its symmetrical rows of large, well-proportioned trees, loaded to the ground in season with luscious fruits, including apricots, peaches, medlars, apples, pears, plums and cherries.

Again quoting Dr. Bryce:

"Every fruit of the temperate climate grows, the tobacco plant and hop flourish, and even cotton has been grown as a curiosity. All small fruit flourish, grapes ripen nicely, and roses may be seen in full bloom in the end of October as far north as Kamloops. From Spallumcheen to Salmon River eastward, and to Kamloops westward on the Thompson, both along the line of the Canadian Pacific Railway, is a similar country, the climate all being practically the same as that of Kamloops, with the lowest average temperature in February of 13 degrees F."

MIDDLE ZONE.

This comprises the region between 51 and 53 degs, north latitude, and contains much of the mountainous parts of the province, including the Cariboo Mountains, the locality of the most celebrated gold fields yet discovered in British Columbia. The rainfall is heavier there than in the southern zone, and the forest growth, therefore, becomes more dense. The altitude of the settlements in this division varies from 1,900 to 2,500 feet above the level of the sea; 3,000 feet being about the maximum height for wheat, though other grains ripen at a greater altitude. From 122 degs. west longitude the land falls toward the valley of the Fraser, the climate becomes milder than in the mountains, and bunch-grass grows in the valleys and on the benches. Quoting from the "Climates of Canada":

"Northward from the Thompson for a hundred miles is another region of rolling bench lands, a similar country, growing somewhat colder with the latitude, but in a surprising manner maintaining a dryness far north into the Chilcoten rolling prairie country west of the Fraser; while at one hundred miles north of Kamloops such a moderate temperature exists that cattle maintain themselves all winter on the ranches in latitude 52 degs. Beyond this th rainfall increases till in the northern part of the plateau the forest has become more dense, and has th characteristics of the great forest areas of Eastern Canada."

THE NORTHERN ZONE.

The attention of the world is now drawn to this region. A vast gold area of illimitable wealth is being exploited, though present operations are almost confined to tributaries of the Yukon. Although little is known from meteorological observations regarding the inland plateau northward beyond the 54th parallel, it may, in a general way, be stated that the country consists of rolling plateaus of gradually lessening height towards the north, free from excessive moisture owing to the precipitation of the vapors from the Pacific on the west side of the Coast range, and while, of course, having severe cold in winter, has in other respects the peculiar lightness and dryness characteristic of the whole country within the Coast range from the international boundary northwards. In fact, it may be said, it is only the gradually increasing north latitude which affects the length of the day, by which the winters are lengthened and the summers shortened. The long summer days make vegetation so rapid that cattle-grazing on the bunch-grass is possible up to October, and even later in some seasons.

THE PACIFIC COAST CLIMATE.

Mr. Stupart, director of the Dominion Meteorological Observatory at Toronto, says: "The annual rainfall along the exposed western coast of the island (Vancouver Island), and thence northward to Alaska, is very great, generally exceeding 100 inches. In the south-eastern part of the island, between Victoria and Nanaimo, the climate does not differ greatly from that found in the North of England; not only does the annual mean temperature agree very closely with that of parts of England, but the mean average of corresponding months is nearly the same."

Dr. Bryce, in "The Climates and Health Resorts of Canada," again says: "Extremes of temperature, and especially of daily extremes—the lowest temperature in two years being 8 deg. F., the lowest monthly average being 20 degs. F., and the highest in summer being 82 degs. F.—to that as above Alberni on the west coast, to Queen Charlotte Island, even to the 54th parallel. In all this country the fruits of temperate climates grow well and farm animals live outdoors the year round. The rich bottoms of the Fraser delta have long been famous for their great hay crops and pasture lands; but here the extreme of rainfall is met, the mean for six years being 59.66 inches at New Westminster. The climate of the great Island of Vancouver, running northwest across two degrees of longitude and two degrees of latitude, presents every variety from that at the sea coast, with, as at Esquimalt, a very low daily range, and no annual extremes—the lowest temperature in two years being 8 degs. F., the lowest monthly average being 20 degs. F., and the highest in summer being 82 degs. F.—to that as above

Alberni on the west coast, where the Vancouver range rises first into a plateau of 4,000 feet and even to 7,500 feet in Victoria Peak."

Apart from the mineral wealth of the island, its climate, with every variation possible, becomes most attractive. Its sea-shore climate is milder than many parts of England, with less rain and less seasonal variations. The west slope of the Coast range has a rank vegetation, owing to the excessive rainfalls, and the lower grounds, if mild, have, as a climate for residence, attractions rather for the pursuit of agriculture than as health resorts for the invalid.

GREENWOOD, B.C.

TRADE

The trade of British Columbia, if still unimportant when compared with the extent, resources and immense future possibilities of the province, has improved and developed wonderfully during the past few years, showing an increase in the last decade that speaks volumes for the progress and enterprise of the people. It is now the largest in the world per head of population except Holland. Prominent exports are fish, coal, gold, silver-lead, timber, masts and spars, furs and skins, fish oil, and hops. A large portion of the salmon, canned and pickled, goes to Great Britain, Eastern Canada, the United States, Australia and Japan; the United States and Hawaiian Islands consume a large share

of the exported coal, and great quantities of timber are shipped to Great Britain, South Africa, China, Japan, India, Australia and ports in South America. To Great Britain and the United States are sent the valuable furs, and peltries of land animals and the much-prized seal and otter, etc. China also receives a considerable amount of lumber, timber and furs. Valuable shipments of fish oil, principally obtained from dogfish at the Queen Charlotte Islands, are consigned to the United States and to the Hawaiian Islands. These industries, though already of considerable importance, are destined to become very large as well as very profitable enterprises in the near future. A large inter-provincial trade with Eastern Canada, Manitoba and the North-West Territories is rapidly developing, the fruit of the province being largely shipped to the prairies, where it finds a good market. With the shipping facilities offered by the Canadan Pacific Railway and the magnificent steamship lines to Japan, China, Australia and the Hawaiian Islands backed by her natural advantages of climate and geographical position and immense resources in timber and minerals, British Columbia is gradually obtaining her proper share of the commerce of the world. There is no other country on the globe more richly endowed with varied resources of wealth, as fisheries, timber, minerals, pasture and arable lands, etc., and all are open to those who choose to avail themselves of these new and attractive fields of enterprise.

EDUCATION.

The province affords excellent educational opportunities. The school system is free and non-sectarian, and is equally as efficient as that of any other province in the Dominion. The expenditure for educational purposes amounts to $400,000 annually. The Government builds a school-house, makes a grant for incidental expenses, and pays a teacher in every district where twenty children between the ages of six and sixteen can be brought together. For outlying farming districts and mining camps this arrangement is very advantageous. High schools are also established in cities, where classics and higher mathematics are taught. Several British Columbia cities also now have charge of their own public and high schools, and these receive a very liberal per capita grant in aid from the Provincial Government. The minimum salary paid to teachers is $50.00 per month in rural districts, up to $135.00 in city and high schools. Attendance in public schools is compulsory. The Education Department is presided over by a Minister of the Crown. There are also a superintendent and four inspectors in the province, also boards of trustees in each district. According to the last educational report, there are 338 schools in operation, of which 8 are high, 60 graded, and 270 common. The number of pupils enrolled is between 20,000 and 30,000.

SPORT.

The sportsman will find a greater variety of fish and game in British Columbia than in any other part of North America; there are, indeed, few regions that can boast of anything like the variety of species. Whether with rifle, or with smoothbore, or with rod, there is an almost bewildering choice. The three great parallel ranges of the mainland hold an immense amount of big game. In the Rockies there are bighorn, goat, caribou and deer; in the Selkirks, goat and caribou, and in the Coast range goat and quantities of the true blacktailed deer. Grizzly and black bear are to be found in numbers throughout the province. In some districts the grizzly will be the more numerous, while in others, black bear are found in the greater number. The mule deer, miscalled blacktail, is so abundant in East Kootenay, the Boundary country, Okanagan and Lillooet as to be a very certain source of supply for the ranchers and miners to draw upon. Elk (wapiti) shooting may be indulged in by those visiting the northern end of Vancouver Island. It is believed that the elk is extinct upon the mainland, with the possible exception of the south-eastern corner of the province, but on Vancouver Island it is tolerably abundant, although unfortunately, it frequents a very densely forested region, so that the hunting means hard work.

Although few persons, however keen, would visit British Columbia merely for the sake of its wing shooting, yet it is undeniable that, with the exception of Manitoba and the Territories, a man may find as much work for his breech-loader in the province as he would almost anywhere. Five species of grouse and vast quantities of wildfowl, from swans to teal abound in suitable localities. The marshes of the Columbia swarm with mallard and other choice duck in the autumn; the Arrow Lakes and the upper valley of the Fraser form a trough much frequented by the wild geese during their migrations, and the fiords and sounds of the coast shelter great flocks of wildfowl throughout the winter—for it must not be forgotten that the winters of the Pacific are very much less rigorous than those of the Atlantic, and that a very large proportion of the birds do not go further south than Vancouver Island.

The fishing of British Columbia is so remarkably good that no one can realize the quantities of salmon and trout to be found in the streams of this province, until he has visited it. The quinnat and cohoe salmon may be taken in salt water at certain seasons in large numbers by means of a spoon bait, and a few crack fishermen have succeeded in taking the quinnat in fresh water, but as a rule British Columbia salmon do not rise to the fly. However, the trout will more than make up for the salmon's lack of appreciation. The rainbow trout is, possibly, the finest fish for his inches of all the trout family, and, happily, he is extraordinarily numerous in many of the inland waters. Where he is

not found his place is taken by the black spotted trout, an excellent fish, though hardly the equal of the rainbow. Very heavy lake trout are found in all the larger sheets of water—Shuswap Lake may be mentioned as especially good and easy of access.

HOW TO SEND MONEY TO BRITISH COLUMBIA.

The colonist from Great Britain is recommended not to take English coin to British Columbia. In Great Britain he should pay that portion of his money not wanted on the passage to the Dominion Express Company's office in London, Liverpool or Glasgow, and get a money order for it payable in Vancouver or Victoria, or at any other point in British Columbia, this system furnishing purchasers a receipt, giving absolute security in case orders are lost or destroyed; or he may pay his money either to any bank in London having an agency in British Columbia, such as the Bank of Montreal, Canadian Bank of Commerce, Bank of British North America, Imperial Bank, etc. This will avoid risk from loss on the way.

United States currency is taken at par in business circles.

ON ARRIVING IN BRITISH COLUMBIA.

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

The Government or Canadian Pacific Railway agent at point of arrival will furnish information as to lands open for settlement in the respective districts, farms for sale, demand for labor, rates of wages, routes of travel, distances, expenses of conveyance, etc.

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

HOW TO REACH BRITISH COLUNBIA.

FROM EUROPE.—The Canadian transatlantic steamers from Europe, from about 20th November to 1st May, land their passengers at Halifax, N.S., or St. John, N.B., the Canadian winter ports. From both places passengers are carried direct to Montreal and thence west in the Canadian Pacific's cars. During the summer and autumn months (about 1st May to 12th November) steamers land passengers at Quebec, and thence the continent is crossed to Vancouver via the Canadian Pacific Railway. When landed at New York or Boston the route thence is via Montreal.

The Atlantic passage usually takes from eight to ten days, and the railway trip from Montreal four days. A passenger can usually go through to British Columbia from England in less than a fortnight by crossing the continent on the Canadian Pacific Line.

It is advisable to book through to Vancouver or Victoria, the ticket being exchanged at the port of landing—Halifax, St. John, Quebec, Boston, or New York. Efforts may be made to induce passengers to purchase tickets by round-about routes through the United States, which oftentimes necessitate expensive stoppages, troublesome customs inspections, and inconvenient transfers on the way. A passenger should insist on having a ticket by the Canadian Pacific Railway, which is the only direct and continuous route.

While passing through Eastern Canada or Winnipeg, colonists for British Columbia shoud apply, in case of need, to the local immigration officers of the Canadian Pacific Railway, or of the Government of the Dominion of Canada, who will give honest advice and information.

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

FROM THE UNITED STATES.—From Oregon, Washington, Nevada and California, via Sumas, at the international boundary, Nelson, Rossland, or Vancouver.

From the Dakotas, Minnesota, Illinois, Nebraska, Iowa, and Missouri, via the Soo-Pacific Line, entering Canada at Portal, in the Canadian Northwest, and connecting with the Canadian Pacific Railway.

From Eastern States, via Montreal, Que., or Prescott, Ontario, or via Niagara Falls, Hamilton and Toronto and North Bay.

FROM EASTERN CANADA.—By Canadian Pacific Railway from Halifax, St. John, N.B., Quebec, Montreal, or Ottawa, and by rail from Toronto and other points in Central and Western Ontario to North Bay, on Lake Nipissing, where connection is made with the transcontinental trains of the Canadian Pacific.

During the season of navigation there is an alternative lake route through Lake Huron and Superior, via Owen Sound, on Georgian Bay, to Fort William, at the western extremity of Lake Superior, and thence by the Canadian Pacific main line.

MAP OF BRITISH COLUMBIA AND PART OF WESTERN CANADA, SHOWING THE LINES OF CANADIAN PACIFIC RAILWAY

SCALE OF STATUTE MILES. 0 5 10 20 30 40 50 60 70 80 90 100

POOLE BROS., ENGR'S, CHICAGO

CORRECTED TO NOVEMBER 1903.

2290

To Japan and China Consisting of the Magnificent TWIN-SCREW Steamships

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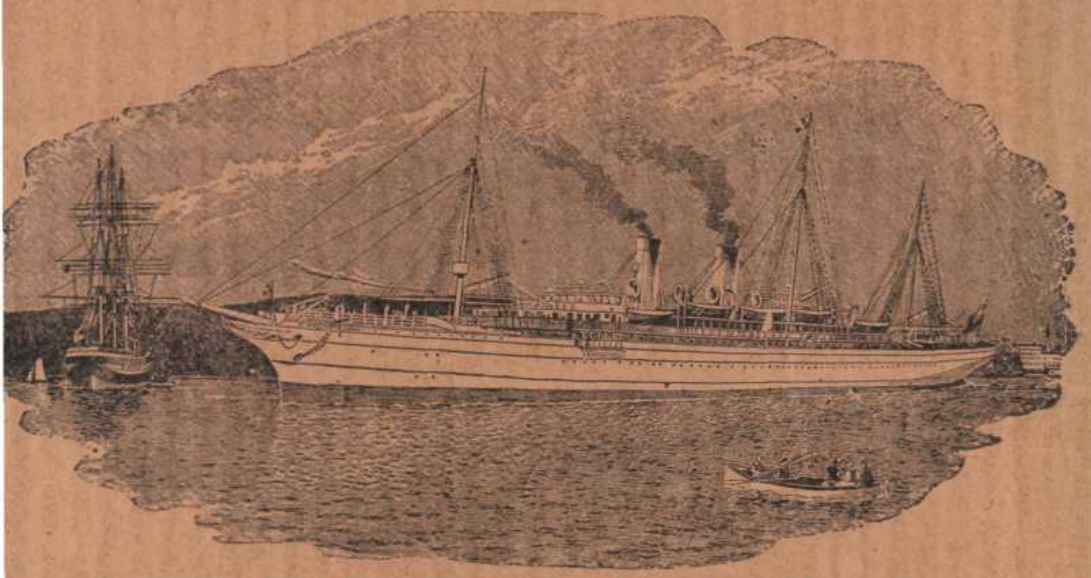
Sailing every two or three weeks in summer between Vancouver and Victoria, B.C., and Yokohama, Kobe and Nagasaki, Japan, Shanghai, China and Hong Kong. The "Empress" steamships are of 6,000 tons register, with a speed of 19 knots, and are the most commodious twin-screw vessels on the Pacific. The shortest and smoothest route across the North Pacific is followed, and this with the superior speed of the Empresses enables the voyages to be made in quicker time than by other routes.



CANADIAN-AUSTRALIAN ROYAL MAIL S.S. LINE.

The Royal Mail Steamships **MOANA, MIOWERA** and **AORANGI** give a service every four weeks between Vancouver and Victoria, B.C., and Sydney, N.S.W., via Honolulu, Hawaiian Islands, Suva, Fiji (from which New Zealand can be reached), and Brisbane.

Passengers booked from **London** or **Liverpool**, **New York**, **Boston**, **Montreal**, **Toronto**, or any of the principal cities of **Canada** and the **United States**.

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

For passage, handbooks of information or Trans-Pacific or Japanese Guide, apply to

ARCHER BAKER, 67 and 68 King William St., E.C., and 62 to 65 Charing Cross, S.W., London, Eng.; 24 James St., Liverpool; 67 St. Vincent St., Glasgow.
H. J. COLVIN, District Passenger Agent.....362 Washington St., Boston
E. V. SKINNER, Assistant Traffic Manager.....353 Broadway, New York
A. E. EDMONDS, City Passenger Agent.....7 Fort St. West, Detroit, Mich.
A. C. SHAW, General Agent, Passenger Dept.....228 South Clark St., Chicago, Ill.
M. M. STERN, District Freight and Passenger Agent, Palace Hotel Building, San Francisco, Cal.
W. R. CALLAWAY, General Passenger Agent, Soo Line.....Minneapolis, Minn.
W. S. THORN, Asst. General Passenger Agent, Soo Line.....379 Robert St., St. Paul, Minn.
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Eastern Lines,
MONTREAL.

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Gen. Passenger Agent,
Western Lines,
WINNIPEG.

ROBERT KERR,
Passr. Traffic Manager,
MONTREAL.

Canadian Pacific Railway

OPERATING ITS OWN

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Is the Most Substantial and Perfectly Built Railway on the Continent of America, and is superbly equipped with the finest rolling stock modern skill can produce. **Coaches, Dining and Sleeping Cars** are triumphs of luxurious elegance, and excel in Stability and Beauty of Finish any other in the world.

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Will find the New Route through Canada from the Atlantic to the Pacific unapproached for magnificence and variety of scenery by any other line of travel. The rugged wilderness of the North Shore of Lake Superior, the picturesque Lake of the Woods Region, the Billowy Prairies of the Canadian North-West, the stately grandeur of the Rockies, the marvels of the Selkirks and Gold Range, and the wondrous beauty of the Pacific Coast are traversed by **The Great Dustless Route.** Being entirely controlled and managed by one Company, the **Canadian Pacific Railway** offers special advantages to transcontinental travellers that cannot be granted by any other line. It is the Best, the Safest, the Fastest and the Only Continuous Route from Ocean to Ocean. The Company has spared no expense in providing for the wants and comfort of its patrons, as its line of Dining Cars and Mountain Hotels will at all times testify, supplied, as they are, with all that the most fastidious can desire.

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Are provided with Smoking Compartments, etc., and offer all the comfort and convenience of First-class Hotels. They are specially constructed to admit of the Scenery being viewed in all directions.

Through tickets from **Halifax, St. John, N.B., Quebec, Montreal, Ottawa, Prescott, Brockville, Toronto, Hamilton, London** and all points in Eastern Canada; also from **New York, Boston, Chicago, St. Paul, Minneapolis** and all the principal points in the United States, to **Vancouver, Victoria,** and all points in British Columbia, and to **Portland, Ore., Puget Sound Ports, Whatcom, Seattle, Tacoma, San Francisco, etc.,** and also to points in **Alaska,** this being the shortest and best route to the **Yukon** and **Atlin Lake Gold Fields.**

Insist on getting your tickets via the Canadian Pacific Railway.

Colonists receive special attention by this route, Free Colonist Sleeping Cars being supplied for their accommodation.

Freight Shippers can have their goods transported without the vexatious delays and damage incidental to the frequent transfers necessary by other routes, and without the expense and annoyance of customs requirements.