

the Okanagan and Spallumcheen districts, which lie to the south of the railway. These settlements are reached by steamer from Sicamous, and by wagon roads which have been constructed by the provincial Government of British Columbia. This region is one of the most noted farming sections of the province. A roller flour mill, the only one in British Columbia, is in operation at Enderby, about thirty miles south of Sicamous, and great crops of wheat are grown in the region. Apples and other fruits also do remarkably well. Work has been commenced on a railway, called the Shuswap and Okanagan, to extend from Sicamous to Okanagan lake, a distance of about 57 miles. The railway is intended to open up the region and connect with Okanagan lake, which affords a considerable stretch of navigable water.

Gradually after leaving the Gold range the country becomes more lightly timbered, and by the time the Thompson river is reached, a plain country has been entered. This is the ranching district of British Columbia. It is a rolling country, more or less broken with hills, some of them approaching to the size of respectable mountains. There is a fringe of small timber along the river, and here and there small evergreen trees are dotted over the hills. The climate of this region is dry, and this will account for the absence of timber. The dry belt may be said to extend from about Lytton to fifty miles east of Kamloops. The mountains to the east and west of the dry region absorb the moisture from the atmosphere, leaving the intervening space comparatively arid. The country is not entirely without rain, but the precipitation is not sufficient to ensure crops. Where irrigation has been resorted to, as it has in some instances, good crops are grown, fruits, including apples, grains, etc., doing remarkably well. The climate is very healthy. In the winter there is very little snow, and this usually does not remain long upon the ground. A rather sharp spell of weather usually sets in about the first of January, but its duration is very short. Stock-raising is the principal occupation, and this region is looked to as the source of beef supply for the province. Horses are also raised extensively, and a good many car lots have been shipped from here to Manitoba and the Territories. Very little attention is given to sheep. No provision is made for feeding stock in the winter, and animals forage for themselves all the year around. The bunch grass which grows here is very nutritious. Kamloops is the principal town of the ranch country, and is looked upon as the distributing centre for the interior of British Columbia.

Ashcroft, a point on the railway further west, is the point of departure for the famous Cariboo mining country, lying some distance to the north. At Lytton the Thompson river joins the Fraser. After leaving Kamloops the hills begin to gradually grow in size and become more rocky in their formation. Tunnels are frequent. Further down, the river becomes more rapid, and is frequently forced into canyons. We are soon again in the mountains, this time the Cascade range. The scenery again becomes one of terrible grandeur, almost rivaling anything we have seen in passing through the Rocky and Selkirk ranges. Indeed, passengers are frequently heard to declare that this section of the road surpasses anything seen beyond. The noble Fraser river is here a boil-

ing, bubbling chaldron, forcing its way along at a terrific speed through narrow walls of naked rock, the seething waters meeting with fresh obstacles at every bound, as though nature were endeavoring to impede their maddening progress to the sea. The railway passes through this narrow gorge, sometimes hundreds of feet above the foaming waters, like a line cut along the face of the cliffs, while the snow-covered peaks again tower overhead, among the clouds.

Finally we emerge from the canyons at Yale. The river now has a more peaceful course through a wider valley, and is navigable from this point to the sea. The mountains are still in view all the way to the coast, but they do not crowd in upon us on every hand as they did a few moments before, restricting the vision to narrow range. Yale and Hope were important places in the early days of mining in British Columbia, being outfitting points for miners. Chinamen may still be seen at work along here washing in the flats of the river for gold. From here to the coast the evidences of civilization increase. The valley widens out, and a considerable portion of the land is being brought under cultivation. We are now in the damper coast climate, and vegetation is luxuriant. It is the first of May, and apple and pear trees are in full bloom in the gardens. The traveller from the dry climate of Manitoba will be surprised to observe green moss covering the roof of some old building. At Agassiz station is located the Dominion Government experimental farm. This is also the point of departure for the famous Harrison Hot Springs, five miles distant from the railway. A good hotel has been erected at the springs, and is visited by many in search of health or pleasure. South of Harrison Station is the famous Chilliwack country, one of the finest agricultural sections in British Columbia. The timber in the lower Fraser valley has been mostly cut or destroyed by fire, but the stumps here and there remaining show that the trees which grew here were veritable giants of the forest. The country is now covered with a dense second growth of timber and shrubbery, where not cleared for agricultural purposes.

Near Mission station a line of railway now being constructed northward from Seattle, on Puget Sound, state of Washington, will form a junction with the Canadian Pacific. A bridge is being built across the Fraser river at Mission, for this railway, which it is expected will be completed this year to its junction with the Canadian Pacific Railway. A little further on Westminster junction is reached, from which point a short branch line runs to New Westminster, the progressive city on the Fraser river. The main line continues westward and in a few minutes salt water is reached at Port Moody, near the head of Burrard Inlet. For thirteen miles the railway runs along the shore of the Inlet. Soon we will get a glimpse of a ship riding at anchor, or taking on lumber at one of the saw mills for export across the broad Pacific to Australia or Asia or down the coast to South America. And then we step from the train at the western terminus of the great transcontinental railway—the longest and most wonderful railway in the world, and ponder the vastness of our great Dominion, and as we see the thrifty young city of Vancouver rising up before us, we think of what has been accomplished in the brief time that has elapsed since the work of building up this handsome city was first undertaken.

Lumbering in British Columbia.

Lumbering may be classed as the third in importance among the industries of British Columbia. It is only exceeded in magnitude of exports by the mineral and fishery interest, and between the two last named it is nip and tuck for first place. Like the other two great industries of the province, lumbering has made great progress during the last year or two. It is almost within this period that lumbermen from Eastern Canada and the United States had their attention drawn to the timber wealth of the Pacific Province, and this has been followed by large investments in timber lands and lumber manufacturing plant. Several new mills have been established, old ones have been enlarged and remodeled, and further investments in the same direction are either in contemplation or have already been undertaken.

ON VANCOUVER ISLAND.

The present standing of the lumber industry may best be understood by a reference to the principal lumber centres, and the individual industries of these places. Though the largest mills are located on the mainland, considerable manufacturing is also done on Vancouver Island, and the industry is extending there. At Victoria there is one mill working on a fairly large scale. This is the mill owned and operated by W. P. Sayward. The business is entirely of a local nature, and owing to the large amount of building doing in Victoria, the mill has been worked to its full capacity to keep up with the demand, besides which a large quantity of lumber has been brought into the city from outside mills. The capacity of the Sayward mill has been doubled within the past year, and is now about 75,000 feet per day. The mill occupies a fine site on Rock bay, an arm of Victoria harbor, which affords fine facilities for bringing in logs. Planing machinery is operated in connection with the mill.

This is the only large saw mill at Victoria. There are, however, several sash and door factories, some of which also cut some lumber. The Queen City Planing Mill, operated by Johanson, Walker & Flett, is one of this kind. This mill also has a good site on an arm of the harbor, which affords good facilities for shipping. The proprietors saw lumber on a small scale, principally for use in their sash and door factory. The factory has been kept very busy working to its full capacity, and a quantity of new machinery has recently been added, including a new engine from Toronto. The site is a good one for a saw mill, and the proprietors contemplate branching out in this direction.

Muirhead & Mann have been established in the sash and door business at Victoria for many years, and they now do a brisk trade, their establishment having been kept specially busy for the last year or two. This factory is located close to the Sayward mill.

Samuel Grey also does a lively trade in sash and doors, general joinery work, stair manufacturing, etc., his specialty being a patent spiral stair, which is a great convenience and saver of room when used in business premises. This factory is being enlarged this summer by an extensive addition. There are also two or three other factories where sash and doors and general woodwork is manufactured.

The principal lumber manufacturing industry on Vancouver Island will be located at Chemainus, on the Esquimalt and Nanaimo railway, north of Victoria. The company operating