

Junction for the Nechaco-Bulkley.

QUESNEL is the point at which prospectors, hunters, settlers and tourists leave the Cariboo Road for the Nechaco and Bulkley Valleys and for the Francois and Ootsa Lakes.

The road into these sections of country swings North West from Quesnel. A good wagon road has just been completed by the Provincial Government as far as Bobtail Lake, a distance of 85 miles from Quesnel. This wagon road crosses the Blackwater River about 45 miles from Quesnel and a trail at this point branches off North East to Fort George, where the G. T. P. Ry will undoubtedly establish one of their divisional points.

From Blackwater, at which point a Telegraph Office is established, the wagon road which will be completed this Spring, continues for some ninety miles into Nechaco Valley.

The Nechaco Valley.

The NECHACO VALLEY through which the Grand Trunk Pacific Railway have surveyed a line has vast agricultural possibilities. The Valley is approximately 75 miles long and varies in width from 5 to 45 miles. While often spoken of as level it is really a gently rolling country with here and there small hills.

Large meadows, with luxuriant growth of grass are quite common and numerous picturesque lakes and streams abound, which form a scene that sets an intending settler's pulse beating a quick measure as he thinks that a small amount of energy will even add to the beauty of this Eden-like park.

The timber is a small growth of poplar, easily cleared, and soil a very rich black loam in some parts and white silt in others. The silt is forty feet at the maximum and at least thirty feet deep on the average. A good deal of land has already been taken up and the farms testify to the productive fertility of the magnificent soil and climate.

First class crops of wheat, which will run 60lbs to a bushel, barley, rye, oats and clover have all been sown and grew luxuriantly. Potatoes, turnips, beets, carrots, onions, and cabbage have proved a great success. Pea vine and Vetches flourish like weeds.

Small fruits do exceedingly well and the hardier kind of apple will amply repay the planting of an orchard and the rainfall being sufficient the heavy drain of irrigation expense is thereby saved.

It is generally thought that some day the Nechaco Valley will be a rival to Alberta as a wheat growing section. Several sections of the Nechaco are particularly adapted for stock raising, there being an abundance of fodder grasses of various kinds, cattle only need to be fed occasionally and for no longer than a couple of months in winter.

The climate is comparatively mild owing to the fact that it is protected on the East and North by mountains from cold winds, and is only 125 miles or so from salt water, thus receiving the beneficial influence of the Japan current. The fall of snow in the Nechaco Valley is not more than twelve to sixteen inches on the average and the glass rarely reaches 10 degrees below zero.

Much small game is found in the Nechaco Valley and in the Fall when the annual immigration to the South begins the waterways are alive with wild duck, geese and swan. Fishing in most of the lakes is excellent at certain periods of the year.

Some of the lakes are of fairly good dimensions, Tsinkut Lake being two and a half miles in length, Noveki Lake four miles and Lake Tachic almost ten miles long by two wide. The shores of these lakes are mostly wooded. Settlers can be sure of a plentiful supply of water for in addition to the many lakes, springs and streams, water is easily secured by wells at a depth of from 10 to 20 feet. The well water is pure, contains no alkali and is free from any objectionable taste.

The transportation facilities which have heretofore kept this Valley from settlement and made the land of little value, are now solved. The Grand Trunk Pacific within a couple of years will run right through the Nechaco. Constuction work alone on this great transcontinental will furnish a market for more than Nechaco Valley can supply. In addition to the G. T. P. the Canadian Pacific who are building from Winnipeg to Wetaskawin will continue the line through the Yellowhead pass to the Pacific Coast. With such lines of railways, Northern British Columbia will indeed be in position to compete easily in any market.