

### A Short Trip on Vancouver Island.

Many people who have rushed through British Columbia on the main line of the Canadian Pacific Railway, and crossed in the steamer from Vancouver to Victoria, go away with the belief that they have thoroughly "done" the province and have seen all that is worth seeing. This is a great mistake. There are a number of beautiful trips that can be taken by water on such streams as the Fraser river and other lakes and rivers of the interior, without resorting to staging it across the country, to say nothing of the voyages that can be made up and down the coast of the main land and Vancouver Island. But there is another trip by railway which may be taken, of which it is our purpose to speak. This is over the Esquimalt and Nanaimo railway, sometimes known as the Island Railway.

With the exception of a short line of railway at Comox, connecting the Union Coal mines with the harbor, this is the only railway on Vancouver Island. The Esquimalt and Nanaimo railway connects Esquimalt harbor and the city of Victoria with the coal mines at Nanaimo and Wellington. The length of the road is 80 miles. The railway enters Victoria near the heart of the city, upon a splendid steel bridge across the harbor, and from the depot on the water front trains leave daily for the other end of the track. The headquarters and general offices of the company are at Victoria. A. Dunsmuir is president, Joseph Hunter, general superintendent, and H. K. Prior, freight and passenger agent.

Leaving Victoria on this railway a short run of about three miles will bring us to Esquimalt naval station and we get a glimpse of this magnificent harbor as we pass. One or more of Her Majesty's ships will always be observed in the harbor. The selection of Esquimalt as the British naval station for the north Pacific, where so many fine harbors are available, is alone a guarantee that the harbor is a most valuable one. Here are located the arsenal and naval stores. A fine dry dock has also been established by the Dominion Government, and it is the only one in British Columbia. The village of Esquimalt is a picturesque little spot with its cottages almost hidden by the luxuriant vegetation. The vine-covered cottages remind one of an English village, and it may be noted that the plants and shrubs growing here are nearly all of the same varieties as are grown in England, whence they have been brought. The climate is very similar to the south of England. To Esquimalt is a favorite drive from Victoria, and a delightful drive it is, through the shrubbery which lines the road. An extensive pottery is passed on the line between Victoria and Esquimalt.

The scenery along the line of the railway is of a varied and interesting nature. The country is well timbered the entire distance, with occasional little patches of prairie extending over a few acres. The timber appears to be of good quality, especially toward the northern end of the road, and many of the trees attain large size. Altogether the country would appear to possess great value for its timber alone. The prairie patches are nearly all under cultivation, and in some places the lighter timber sections have been cleared to some extent for purposes of cultivation. Quite a number of settlers are scattered through the country along the railway, and many neat farm houses, and some handsome residences with tidy surroundings,

are observed. Where there are now but a few settlers, however, there is room for thousands. The country is not so broken as that seen from the railway on the mainland, and a great deal of the land would appear to be well adapted for cultivation if cleared of the timber. Land which produces such magnificent trees as some of those tall, straight firs which are seen from the car, should also produce fine crops. The mild climate would permit of the cultivation of a large variety of fruits, as well as grains and vegetables. The general appearance of the country would indicate that it would support a large population.

The scenery, though of a quieter nature than on the mainland, is fine. There are picturesque little lakes and clear streams. Now and then a glimpse of the dark green salt water is obtainable in passing one of the many deep inlets which indent the coast of the island in every direction. The run through dense forest is frequently broken by the appearance of a little grassy meadow, where cattle are feeding, or a prairie patch under cultivation. Then there are hills which approach mountains in size, and occasional ravines, which are crossed on high trestles. The broad-leaved maple of Vancouver Island is a handsome tree which attracts attention as we pass. Many good wagon roads are crossed. At Chemainus a saw mill has been established for some years, and a large new mill is being erected this year, by the Victoria Lumber Company. Chemainus has a good harbor.

At Nanaimo we get into the great coal region. In this district three companies are operating mines. The coal here mined is claimed to be the best quality anywhere obtained on the Pacific coast, either in the United States or Canada. The output from the different mines aggregates in the neighborhood of 50,000 tons per month, and the principal export market is in California. The valuable coal mines of the Nanaimo district were of course one of the principal causes which led to the construction of the railway. The coal is mainly shipped direct by water from the fine harbors at Nanaimo and Wellington, but it was thought necessary to connect the mining towns with Victoria by a more rapid and direct route than is afforded by water. Coal can also be transported by rail direct to the naval station at Esquimalt, which is an important consideration in case of an emergency. The company have a very valuable land grant received as a bonus in aid of the road, and these lands are offered on easy terms to settlers.

The extension of the railway to the extreme northern end of the island is contemplated, and in time this will no doubt be accomplished. At Comox, about sixty miles beyond Nanaimo, new coal mines were opened last year, and it is not unlikely that the railway may be extended as far as Comox before long, especially as there is a good agricultural settlement in that district.

### Remarkable Exports.

It is in the figures of exports that British Columbia's trade shows up most prominently. People who rush through the province on the railway, often go away with the idea that the country possesses very little natural wealth. This is a most absurd conclusion, and one which can be refuted by figures which do not lie. Exports from British Columbia will compare favorably with any part of Canada, in propor-

tion to population, and these exports are nearly all made up not of manufactured goods for the production of which the raw material has been imported, but are the natural productions of the country. Exports from British Columbia for the year 1899 foot up a total of \$5,811,511. These figures are the largest ever reached in the history of British Columbia, and for a province with an estimated population in the neighborhood of 80,000, they are really enormous. What portion of Canada or of the continent with a like population, can show such export figures? In the light of these reliable figures, the idea sometimes expressed that British Columbia is not a valuable country, cannot reasonably be entertained. Following are the export returns for the year 1899, of the principal products of British Columbia:—

MINERALS.	
Coal exports, 450,000 tons, at \$4.50 per ton.....	\$2,025,000
Gold .....	488,192
Total .....	\$2,513,192
FISHERIES.	
Canned salmon, exports, cases, 405,149.....	\$2,228,319
Fish, in pickle, 3,000 barrels .....	46,009
Seal skins, 35,000 .....	245,000
Total value of fisheries.....	\$2,518,319
FURS.	
Total shipments.....	\$ 300,000
LUMBER.	
Exports, 32,000,000 feet.....	\$ 480,000
Total value of exports .....	\$5,811,511

... TO THE ...

## Lumber \* Trade.

As Red Cedar is the proper name for the timber of this province that has been commonly called cedar, without the qualifying word RED, I will hereafter designate my shingles and lumber manufactured from this timber as

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—AND—

### -- Red Cedar Lumber.

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100,000 Ft. RED CEDAR LUMBER

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**G. F. Slater,**  
VANCOUVER, B.C.