

in the interior of British Columbia for more than thirty years. The exchange receives a liberal patronage from the Cariboo country and all outlying sections. Mr. Fickett has a wide acquaintance and many friends in the country. The house is well conducted and everybody is made to feel at home.

### Railway and Ocean.

From Kamloops to the Terminal City, and on to the Capital.

*Cariboo and Her Gold Fields—The Fraser and Its Canyons—Yale, Relic of Bygone Days—Vancouver, Robust, Enterprising and Prosperous—Ten Pictures of a Trip to Victoria.*

It is only forty-seven miles from Kamloops to Ashcroft, but the scenery is grand. The road, after leaving the rich bunch-grass country, passes along the south shore of Kamloops lake, where numerous mountain spurs extending into the lake are pierced by tunnels. At Savona's Ferry the lake is left behind and the Thompson river canyons are entered, leading westward to the Fraser river.

A busy town is Ashcroft, it being the C. P. R. distributing point for the rich Cariboo district—the greatest gold producing district of British Columbia. The early history of Cariboo has been too often repeated to be retold. Cariboo had her palmy days between the years 1860 '70, during which time nearly \$50,000,000 worth of the precious metal was washed from her sands. After the years of the big output, interest in this Eldorado of wealth gradually waned, but perhaps the most potent cause in retarding the settlement of the district, which is also rich in agricultural resources, has been her isolated position, as yet not having either steamboat or railway connection. But to speak of the Cariboo of to-day. The district sends three representatives to the Provincial Legislature, and, in conjunction with the Lillooet district, sends one to the Dominion Parliament. The general character of the district is most diversified. The southern or, more properly speaking, the south-western portion may be described in general as a rolling prairie interspersed with patches of woodland and abounding in small lakes. To the northward of the fifty-third degree of latitude, and especially to the eastward of the hundred and twenty-second degree of longitude, the country is mountainous, no very well defined ranges but abounding in isolated elevations of from five thousand to even thousand feet above the sea level separated by deep valleys, which run in all directions. The summits of these mountains form extensive plateaus which cover considerable areas, being usually clear of timber with a heavy alluvial deposit, which produces a luxuriant growth of wild hay or grass, producing excellent pasturage for cattle during three or four months in the summer. The Fraser is the principal river in the district traversing it for nearly five hundred miles. In the southern portion, where the soil is usually a light sandy loam with gravel or clay sub-soil, all kinds of vegetables are grown successfully, and there are some extensive cereal farms. There is also an abundance of fuel, spruce, balsam and fir being the principal woods, on the more mountainous parts, while fir, white birch, cotton wood and cedar are more common along the river valleys.

#### CARIBOO'S GOLD.

To-day with the introduction of hydraulic mining machinery Cariboo is entering rapidly upon a new phase of development, but the old placer process can be by no means adjudged played out when it is considered that only a limited extent of the district has yet been explored. While the formation of the country to the north and

northeast of Barkerville, is similar to that in the immediate vicinity from which so many millions have been taken, yet seventy-five miles distant the country is practically unknown. The smaller rivers which receive the washings of the creeks and gulches remain almost wholly unworked, although returns of \$3 per day may be obtained from the old-fashioned rocker.

The value of the quartz lodes in the district still remains unproven, for in no instance has a shaft in the development of quartz been sunk to a depth of one hundred and fifty feet. The first and second clean-ups from the Horse Fly and other big hydraulic propositions started late this season, have been so successful as to prove highly gratifying to their owners.

Everything points to an old time revival in Cariboo gold mining. Cariboo needs a railroad, but is getting along at present with a well conducted stage line, connecting Barkerville with Ashcroft, a distance of about two hundred and fifty miles. The stage line is managed by a progressive man, Mr. S. Tingley. There are several thriving villages along the line.

#### TOWARD THE COAST.

Continuing from Ashcroft we pass the Bear's Bridge, where a stage line connects with the beautiful Nicola valley, and a short run brings the team to Lytton, where Thompson's canyon opens out to receive the Fraser. From Lytton to Yale, past North Bend and Spessum the scenery is startling and grand. A steel cantilever bridge is crossed just beyond Lytton a few miles, the line continuing on the right hand side of the canyon, the river foaming and boiling and snorting at a dizzy depth below, while on the opposite side winding around the steep mountain cliffs the passenger sees relics of the old government road, which in itself is quite as interesting as the railroad. North Bend is a defile point, and a pretty little spot hemmed in by mountains, and containing, besides the railway buildings, a couple of hotels, two general stores and some tidy residences.

#### OLD HISTORIC YALE.

Yale, the old historic Yale, is reached at last, and the traveler is permitted to gaze upon this relic of past greatness. Yale is the head of navigation on the Fraser, and previous to the advent of the Canadian Pacific Railway was what far back as early Cariboo days was what might have been called the concentrate essence of liveliness. Yale has seen days when house change was never called for—days such as in all probability will never again be witnessed in any town on the frontier, but they are all gone now and the old tumbling shacks are all that remain to remind the stranger of her palmy days. Across the river from Hope Station is a mining town and trading post of the same name, and a little further is Ruby creek, named from the garnet found in the vicinity. Agassiz the next station, is within a few miles of the famous Harrison Hot Springs. Just before coming to Mission Junction, Mount Baker comes into view. Here from Mission Junction a branch line crosses the Fraser river and runs to the international boundary and connects with the American roads and steamboat lines. New Westminster Junction is only eighteen miles from Vancouver and is connected with the thriving little city of New Westminster by a branch road eight miles long. New Westminster contains the Provincial Penitentiary and Insane Asylum, and is the headquarters of the Salmon Canning Industry on the Fraser.

Port Moody comes next and the ride from here with Vancouver along the shore of Burrard Inlet presents a delightful panorama of mountain, water and forest.

#### AT VANCOUVER.

At Vancouver there is much to see. The great steamships and numerous sailing vessels

lined up at the long wharves, either discharging cargoes representing China, Japan, Australia, the Sandwich Islands, California, Alaska or Europe, or loading up with the products of our great Dominion; the palatial buildings and well paved streets of a youthful city whose growth is most phenomenal, and the scenic surroundings are all much enjoyed, and unite in conveying to the stranger a good impression of this virgin city and great railway terminus.

#### OVER THE WATER TO VICTORIA.

Upon reaching Vancouver, as though by taking in the numerous bays, as we have outlined, which bring the greater portion of British Columbia tributary to the C. P. R., it cannot be said that one has reached the jumping off place, for Vancouver Island certainly deserves recognition as being an important adjunct to the province containing, as it does, extensive forests, large tracts of arable land, excellent harbors and fabulously rich coal and iron deposits.

The sail from Vancouver on the Charming, which now plies regularly between these cities, commanded by the veteran Captain Raddlin, for thirty consecutive years a skipper in Pacific waters, is much enjoyed after the long overland journey. The distance by the steamer's course is about eighty miles.

Out of Burrard Inlet six miles from the terminal city the steamer passes into the Gulf of Georgia and keeps by the mouth of the Fraser. Shortly after entering the gulf, Mount Baker, a radiant pyramid of perpetual snow rises up from the land of Uncle Sam, and as Lulu Island is passed, the canning factories on this Fraser river delta are seen, and the Lighthouse lighthouse looms up from its iron piles seven miles from the land. This light is visible for a radius of fifteen miles and is a great help to mariners as these inside waters are studded with islands and the fog is often dense. So lonely is life on this lighthouse that it is said more than one man has gone crazy within its small chambers. The black fish, a species of whale are numerous in these waters. They are from 25 to 40 feet long and furnish amusement to the passengers who watch their strange antics, now rising to the surface and then diving, splashing the waters with their tails in a way which would swamp a small boat.

#### THE LEPER'S HOME.

Pamper's Pass, through which the boat channel leads between two large islands affords picturesque scenery. It is thirty-two miles from Vancouver, and all the way down to the Straits of Juan De Fuca there are narrow channels here and there. Just after entering the straits which separate the Olympia mountain range on the coast of Washington: from Vancouver Island, Dacey Island comes in view.

It is evening now, and the moon rising over this round forest-clad isle of the rugged coast looks weird, and much more so when we learn that this apparently uninhabited spot is the home of Canadian lepers with nine of the unfortunate victims now working out an existence among its solitudes, supplies being landed by a government tug once each month. It is only a few miles up the Straits of Victoria Harbor, the home of the sealing craft and general rendezvous for outside shipping.

Victoria is a "chipper" sort of a city of some 20,000 people. It is the oldest town in the western portion of the Dominion, and previous to the building up of Vancouver was the distributing point for the province. Besides containing the Capital buildings of the province, Victoria is the headquarters of the Behring sea industry and has several large iron works.

Nanaimo is the great coal centre of the island. The construction of the proposed British Pacific railroad from Victoria through the Yellowhead pass would doubtless give this extreme western city of the Dominion a great impetus.