

British Columbia

A Kootenay Special.

THE COMMERCIAL, Winnipeg's mercantile weekly, has issued a special illustrated supplement devoted to the Kootenay district of British Columbia, its resources and possibilities. This volume gives a complete description of the Kootenay from all points of view, an excellent full page map, and a number of high class engravings of scenery throughout the district. No one should be ignorant of the geography, physical features or resources of Kootenay while copies of this supplement are to be had.

Irrigation in British Columbia.

The dry belt of British Columbia covers a considerable portion of the interior, extending from the Cascades or Coast Range of mountains to the Gold Range. Some small sections of this area, as the Spallumcheen Valley, have rainfall sufficient to make them fruitful, but much the larger portion must depend on irrigation. So far, what has been done in this direction, has been accomplished by individual effort. Taking Kamloops for illustration, which is nearly in the centre of the dry belt, the available sources of water supply, which could be utilized without great expense, have already been brought into requisition, and one farmer on the North Thompson, Mr. Willis, runs a pump or pulsometer, using a small engine, to irrigate his lands. The water supply in both the North and South Thompson, is ample, and especially so with the South Thompson, which is fed by the Shuswap lakes, and this again by Adams lake and more distant sources. Both of these rivers could be made to irrigate all available lands along their valleys, as well as those of the main Thompson down to Lytton. —Kamloops Sentinel.

A Scenic Wonderland.

NORTHERN BRITISH COLUMBIA AND ALASKA
VISITED BY THE STEAMER
"ISLANDER."

The initial trip of the steamer *Islander*, the pick of the C.P.N. fleet, as an Alaskan excursion boat, has been completed, says the *Victoria Colonist*. One and all of the passengers expressed the same opinion of the trip—"it was perfect." The ladies of the party say "it was perfectly lovely."

A different route than that usually taken by Alaska excursionists is opened up by the *Islander*, a route superior in scenic attractions, as it includes a passage through the wonderland of British Columbia, with which Victorians have become in a manner familiar through the previous excursions of the C.P.N. boats when the last of the northern salmon was to be brought down.

Wonderful Gardner's Inlet, "the river of death," the glaciers, and the thousand and one minor attractions, left an impression on the minds of the visitors that time itself cannot

efface, while the curious Indian villages, the salmon canneries, the lumber camps, and the seals—a school of 200 or more of which were passed—came in for their due share of attention.

The *Islander* made frequent stops to allow the passengers to explore the country by means of a naphtha launch, whose value was amply proven during the cruise. No calls were made between Juneau and Vancouver, the *Islander* touching at the Terminal City on the downward voyage.

The following extracts from an address presented to Captain Irving by the passengers on the completion of the trip speaks for the excellence of the boat's service and of the scenery:

"We are tempted to enter into a description of the grand and beautiful panorama that you have daily unrolled before our eyes, but how can we do justice to the snow-clad mountains—the glaciers—the land-locked straits—the wooded hills—the myriad islands? How tell the beauties of Gardner's Inlet—with its scores of waterfalls pouring down the rock-ribbed hills?"

"No, we will not try, but only say that the trip is one that surpassed our expectations, and we cordially commend it and the *Islander* to all tourists who are looking for a new experience."

Most of the passengers on this trip belonged to the State of New York.

Lumbering in British Columbia.

"The Hill brothers came down from the head of Stocan Lake on June 16th to Nelson, by way of Nakusp and Columbia River," says the *Vancouver News-Advertiser*. "It is their intention to start a saw mill at Wilson Creek, four miles above Eldorado City; the machinery will come from Toronto, and the mill, when erected, will have a capacity of from 20 to 30 thousand feet a day. The price of lumber at present is \$100 per thousand feet. The Hill brothers intend to sell good lumber (which, as their timber limit contains some of the finest lumber in the province, they will be able to do) at a fair price. In order to find out for themselves which was the best way by which to bring in their machinery the Hills went from Eldorado to Kaslo; from the head of the lake to Nakusp; the Kaslo trail, they say, is impracticable, having yet 3 or 4 feet of snow in parts and being a good 29 miles from the mines to Kaslo City; the Nakusp trail on the other hand, can be gone over in from 5 to 7 hours; it is by this route, consequently, that the machinery will travel."

Navigation of the Yukon.

Mr. J. J. Healy, of Alaska, is in Portland, says the *Oregonian*. He represents a company which is having a steamboat built on the Sound for navigating the Yukon River. It is expected that there will be a line of steamers from the Sound or San Francisco to the mouth of the Yukon next season, and this boat will connect with it and open up the navigation of the great Yukon. The men who organized the first company for navigating the Columbia became wealthy through their enterprise, and it is probable that large fortunes will be made on the Yukon. There will be no commission to revise freight rates up there, and the company

will get the long haul on everything, and there will be a chance to make some profits on the business. The vast territory through which the Yukon runs contains rich mining sections, and the opening of navigation on the upper reaches of that river will enable those to be developed and produce great wealth. The Yukon is 2000 miles long, and for three-fourths of this distance is navigable for steamers, even through the Rocky Mountains, which it traverses by a narrow, deep channel, without falls or obstructions. It receives many large tributaries, and is itself the largest American river flowing into the Pacific. The scenery in the pass through the Rockies is very grand, rivaling that of the Columbia, and the river is also said to furnish salmon almost, if not equally, as good as those of the Columbia.

The Latest Seizure.

The seizure of the *Coquitlam* by the United States Revenue Steamer *Corwin*, for violation of the United States revenue laws, caused a ripple of surprise to run through the coast cities of British Columbia.

"The *Coquitlam* was seized by Captain Hooper, of the *Corwin*, at Port Etches, Prince William Sound, on the 22nd of June, for having blank manifests on board, showing neither cargo nor passengers, and for entering and towing vessels out of the ports of Alaska and delivering stores and receiving seal skins from the British sealing fleet within the jurisdiction of the United States without entry or permit.

"Her operations were observed by Lieut. J. H. Quinnan, of the *Corwin*, who disguised in citizen's clothing, had been sent to Port Etches for the purpose of watching the movements of the schooners and steamer.

"The *Coquitlam* is a single screw propeller of 160 tons burden, carrying twelve men and five passengers, and had on board nearly 6,000 sealskins, valued at \$70,000, besides all the stores for the fleet. She is owned by the Union Steamship Company, of Vancouver, and was chartered by the British Columbia Sealers' Association, of Victoria."

The seizure of this vessel leaves the British sealing fleet in northern waters without any supplies. Capt. J. G. Cox, president of the Sealers' Association, looks on the seizure as simply a move for the purpose of cutting the sealing fleet off from its source of supply—starving them home.

Notes.

Golden wants a poultry farm.

The coast cities are having a small-pox scare.

Messrs Ward & Dickey, of San Francisco, will open an assay office in Nelson.

Silver trout are being caught in large strings in the waters of Okanagan district.

The motormen and conductors on the Vancouver Electric Street Railway have been uniformed.

A petition praying for the establishment of a post office at Larkin has been forwarded to Ottawa.

It is understood that the C.P.R. intend building a telephone line between Vernon and Osoyoos.