

# VICTORIA CITY VANCOUVER ISLAND

## FIRST GLIMPSE OF CANADA'S GATEWAY TO THE ORIENT



It is very greatly to be doubted if there is any portion of the Dominion of Canada concerning which there is more general lack of information abroad than this delightful and marvelously resourceful island of Vancouver, albeit its discovery antedates that of any other part of the Pacific province, says a writer in the Toronto World. To a considerable extent the vagueness of general information as to the Island, its area, characteristics and potentialities arises through the regrettable naming of the adjacent city of the mainland similarly—Vancouver City and Vancouver Island being frequently confused by those having little and infrequent knowledge of one or other of them. There is, too, a popular disposition to regard as cramped and restricted any

staked for hemlock exclusively. The operator in this cited instance is an American with 30 years' experience in the lumber trade. The balsam is large in growth and very valuable as a pulp wood, for the manufacture of paper and all kindred purposes. Several considerable belts of this special timber have been located for pulp-making purposes, and it is promised that a commencement will be made in the establishment of a large manufacturing works within the ensuing twelvemonth, a market being assured, not only locally, but also throughout Australia and the islands of the south seas. With the constantly mounting cost of paper and the ever-increasing demand, this potential industry may well be regarded as one of the

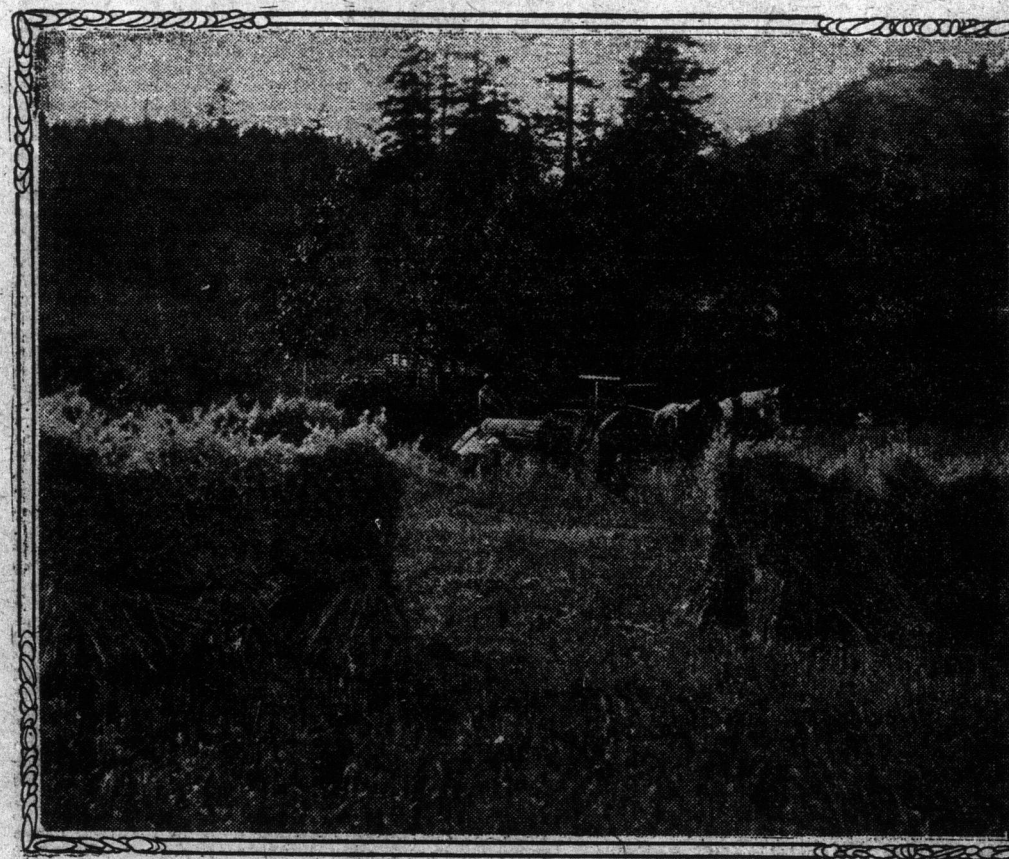
up along the line of the Esquimalt & Nanaimo railway, which not only provide economically for the local demand, but in their operation assist the speedier clearance of the land—and thus in a dual capacity stimulate settlement. In addition to the great Pake mills, three other plants of magnitude and most modern equipment are now being provided for along the Alberni canal.

There is much coal upon Vancouver Island, the development and working mines being in the vicinity of Nanaimo, Ladysmith and Union or Cumberland, the Western Fuel Company and Union Colliery Company, as well as the Wellington Colliery Company, being chiefly identified with the coal mining industry. Other

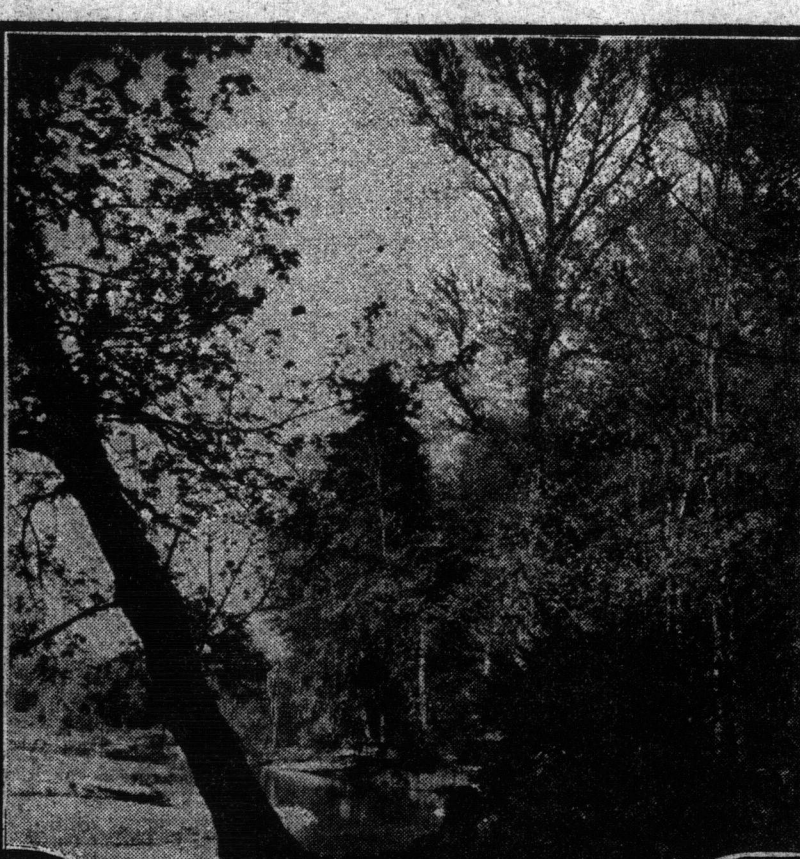
Canada already arranged for in existing charters, provides for the consumption of steel rails at the rate of 1,500 tons per diem, taking no account of branch lines or renewals, and as there are on Vancouver Island and admiralty congregated fuel, timber, necessary fluxes, etc., for the economic treatment of the ores, it is but reasonable to hope that the final decision will be for the establishment of the complete plant and manufactory near the scene of ore supply.

Gold has been washed from the sands of several of the Vancouver Island streams in sufficient quantity to pay for the working—indeed, there are few streams along the western seaboard that will not return colors in

able processes of preparation for the market. The expansion of the herring industry to the proportions, possibly, of salmon-canning may be looked forward to by those who have at heart the industrial evolution of Vancouver Island. There are, too, extensive banks of halibut off the Island shore, and our own people are tardily awakening to the possibilities of this splendid fish in the food supply of America. Numerous stations are being established for the operations of the fishermen, and provision made for the shipment east in ice of the catch, so properly favored by eastern epicures. Cod and other food fishes are also taken off the Island in great abundance and their exploiting suggests itself attractively to men of means and enterprise. The cultivation of oysters and prawns (differing but little from the eastern shrimp in anything but size, in which



A BOUNTIFUL HARVEST NEAR VICTORIA



A TROUT RIFFLE



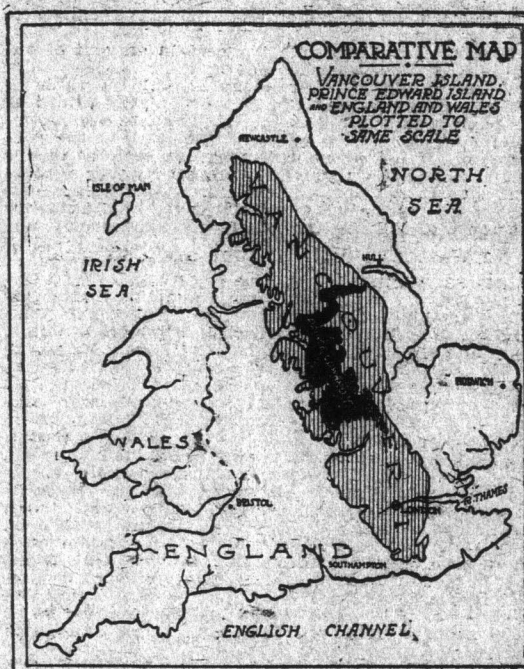
AFTER THE STEELHEAD, VANCOUVER ISLAND

sea-girt territory unless it be of such magnificent proportions as to be classed a continent, and the average citizen or reader of the British Empire would doubtless be astonished to know that the Island of Vancouver, which he regards as an outlying adjunct of the Canadian Dominion (something like the pretty Isle of Man in its relation to England), is in reality a country in itself, with such resources as, adequately developed, are capable of sustaining a population greater than that at present possessed by any Canadian province.

Where does the island lie? Its southeastern corner is opposite the state of Washington, from which it is divided by the silvery straits of San Juan de Fuca; but much the greater portion lies off the continental coast of Canada, from which it is similarly separated by a narrow waterway, widening at points to accommodate a forest-clad archipelago of many islands, the sail through which is one of the fairy-land journeys of the world. The ocean frontage of the Dominion upon the Pacific measures some six degrees of latitude; of these six degrees nearly three are occupied by Vancouver Island. The transcontinental traveller arriving at Vancouver City must therefore bear in mind that beyond the sea which he there looks upon, and but a few hours' sail further to the golden west, lies still another new Canadian land—and still another Vancouver, surpassing rich in all that goes to make the home and the support of happy and prosperous communities.

The finest timber in the known world is grown upon the island. It may be freely asserted without fear of successful contradiction, that in no other part of the world of equal area is there to be found more first-grade commercial timber than on Vancouver Island. There are those who assert that none contains as much, but it is scarcely necessary to press the larger claim. The former will stand because it is difficult to conceive how any area of the same dimensions could very well contain more, regard being had to the manner in which forests are distributed. The commercial woods principally are spruce, Douglas fir, cedar, hemlock, and balsam. In regard to the Island hemlock, it is proper to say that it is a timber of infinitely higher quality and size than eastern hemlock; experts can scarcely distinguish it from the Douglas fir, when finished for the market. Indeed, so high in quality is this island hemlock, that lumbermen today are selling it as fir in mixed carloads, and many of the expert judges of timber declare that for interior finishings it is even superior to fir—the western quality standard. It is significant of the high value placed upon it in the lumber market that only recently at least one case has presented itself wherein a large concession wherein all fir had previously been cut, has been re-

highest importance. Of the Douglas fir and cedar what need be said? Their fame extends among timber men around the world, and shipping from Chemainus and Victoria have long carried cargoes of this first-class timber to all quarters of the globe—Australia, Natal, South and East Africa, the South American coast, England and European ports of manufacture. The mills of the Victoria Lumber and Manufacturing Company at Chemainus are among the most modernly equipped and largest of the world, yet even they will be reduced to comparative insignificance by the record-breaking mills now being provided for at Clayoquot, on the western coast, by the Pake Milling company, designed to be the largest in the world. Other large mills are in contemplation which, within the ensuing decade, will many times multiply Vancouver Island's



Courtesy of Mr. W. D. McGregor, of Victoria.

value of lumber exports, while giving employment to a small army of industrious artisans. And in this connection it is interesting to note that the larger mills, the Chemainus institution notably, are manifesting a sincere desire to build up the country permanently by introducing the settlement of white workmen, replacing the Chinese by such at every opportunity, and even going so far as to offer higher wages and comfortable homes to white workmen with families who will cast in their lot with the island of promise. During quite recent months a number of small milling plants have sprung

deposits and seams of coal are known to exist at many other points on the island, however; and in this, as in many other branches of industry, development and utilization but await means of communication which shall give access to the dormant treasures of the central interior and western and northern and southern coasts of the island. With the exception of a semi-anthracite coal near Cumberland, the known deposits are bituminous. The quality is excellent, however—so much better than the coal mined in the adjacent State of Washington that it is sold in competition with the latter in the Washington and Oregon markets, and also in San Francisco, notwithstanding the duty it is forced to bear, and which necessarily increases its selling price to considerably beyond that of the United States product.

Generally speaking, all the Vancouver Island coals are well adapted for coking. The Comox coal enjoys so high a standing among experts in steam-making that it is in general demand by the warships of His Majesty's navy, supplementing the famous Welsh coal heretofore exclusively employed. The present year of grace gives promise of witnessing development of the coal mining industry of the very first importance in its relation to increase of population, trade and general island growth, the projects in which Mr. John Arbuthnot is a prime mover being especially significant. His company is now working one mine and thoroughly preparing for the development of another nearer the capital, while scientific prospecting by boring or diamond-drilling is being prosecuted in Comox, in Prince Rupert and in Quatsino district.

Very large deposits of iron ore are found practically from end to end of Vancouver Island, but more especially on the west coast. Most of these ores are high-grade magnetic, but there is at least one deposit of valuable bog iron, and this (at Quatsino) of extensive body. This property, as well as iron mines forming the Bugaboo group of claims at Jordan river, toward the southern end of the island, is at present under bond to an American company, which contemplates a very extensive development programme. It has not yet been decided whether blast furnaces and steel plants will be established on the island, or only the necessary plant for the conversion of the ore into pigs, the final process being undertaken at works on the American side. Inasmuch as railway construction in Western

number, while the black sands of the northern and western sea beaches are plentifully impregnated with the precious metal, and will doubtless return good values when appropriate processes of extraction are resorted to. The placer workings of the Leach river and tributary mountain streams have long ago been abandoned to the laborious and patient Chinese, but in all the adjacent hills, prospectors are at work, and from this locality one may expect to hear of notable quartz discoveries in the not distant future. Free-milling quartz is found in several island localities, apparently in quantity sufficient to well warrant development, and gold is also found in combination with copper, which may be said to be existent in quantity from end to end of the island. Very many deposits of copper have been recorded.



Coming to the question of Vancouver Island's fisheries wealth: Salmon frequent the water surrounding the Island and come to its rivers in vast numbers for spawning purposes. The great run of salmon to the Fraser river passes along the southern shore of the Island, and now that the use of fish traps has been permitted by the Dominion government, a valuable business is being built up in this connection; traps being established at East Sooke, Sherringham and Otter Point, and in other advantageous localities, while canneries are being erected year by year, principally at Esquimalt, and important contributions to the export trade of the province provided for. The mild curing of the spring salmon is a new feature of the business promising well. Dog fish are being taken in great quantity for oil manufacture and for export to Japan, where they are esteemed a delicacy. The herring industry is assuming considerable importance with the introduction of the most modern and accept-

the western crustacean excels) which are to be found in quantity in almost all the sheltered bays and harbors of the Island, is another, inviting business enterprise, which appears to be on the eve of extensive development. It has been established that the best so-called eastern oysters mature with unexampled rapidity in Esquimalt harbor, although they will not propagate if transplanted.

And to come to larger and greater game—the waters of the Island coast abound in whales, the giant sulphur-bottom as a general rule, but also the favored sperm whale, and a profitable whaling industry has recently been established, the company operating from the village of Sechart, where headquarters are made for the specially equipped steamers Orion and St. Lawrence, and reduction works are established. So completely successful have been the operation in this industry—and so handsome the profits—that the industry is being extended as rapidly as possible, new stations being established at Esperanza and other advantageous inlets.

"Mary Markwell" writes as follows in a recent issue of the Winnipeg Free Press: It is coming pretty close to holiday time. Who is going to holiday and where? There's the Quebec tri-centenary in July to which the great numbers will gravitate—there's the usual rush across the Atlantic for those who can afford it, but for the penny-counters, the toilers and those whose purse is limited, what and how shall their days of mid-summer rest come?

To such may I say—a word of and for British Columbia? First, there is the return ticket which, during the mid-summer days is always a cut rate from all points. Then there is the accommodation at whichever point is made the objective one; the incidentals of laundry, sight seeing, small shopping and tips; after allowing a sufficient margin for all these things and sundry (especially "sundry") why consider your route and the thing is done!

Of the boat trip from Vancouver to Victoria, "gem of the west," I can speak advisedly. The "Princess" boats of the C. P. R. line are palatial affairs, where meals are served and staterooms are found. The daily boats wait and connect with the trains arriving from the east, and (in mid-summer) it takes six hours to cross the straits. It is an idyllic run and among shoals of islands; the scenic grandeur being beyond words. The boats are scheduled to arrive in Victoria at 5:30 p.m. and a street car service is close at hand leading to all parts of the city and suburbs. The big Empress hotel is about two minutes' walk from the wharf, but a fine stage coach, bearing the Empress arms, attends each boat on arrival. Private board may be secured from one

dollar a day board may find a place in the truth is Vancouver. Perhaps to some of Alberni quident I sh (captained from Victo This takes field, where and the vis working ca its long jo

W

with kind that gree the Amer time, as h with the n form cam returned required, could cat a man in terpreter see them through ed magni to foresh we've see into his e 'em they' old thing laughed o with the Then the for a long when he the visiti spokeama said in a ble secr you have friendly stand wh say." At back and the solen shook ha train pul ancient f section o can peop the epis language ident wa sentative soul of b tion of i

The terwards out of be the dark his trou of wakin softly th concea ting wel without things v America his trou his Sund truth, p his balac a trouse can put a jab of ance wi gloomy self to a was tire a bell-bo mended ly pair clothes, sleigh a the czar ing to d with the came he man gr was in a clumsy across a wreck a found a the bla the wh trouse march the cza tieman And others, every e ashame the glo of the Always He w hard-w self, la