

to Squamish, an old Indian town and now the present terminus of the railway. Although the railway serves the suburban cities of North Vancouver and West Vancouver on the north shore, the link to Squamish is not yet completed and consequently the traveller must be taken from Vancouver to Squamish by steamer, a beautiful trip of forty-five miles.

From Squamish the road follows the Cheakamus River. Off to the left is mighty Garibaldi peak, a favorite resort of Alpine clubs. Following the river, the rise is rapid through the Cheakamus canyon, which is rugged and severe in its beauty, and in the spring of the year the melting snows and the Chinook rains swell the stream to a raging torrent. The road continues the grade until the Cheakamus becomes a small stream where the railway reaches Alta Lake, the top of the divide; follows through heavy wooded sections to Green Lake, thence commences the down grade until the train comes out on the Pemberton Meadows, which is the first strip of agricultural land north of Squamish. Here are about fifty thousand acres available to agricultural development.

Crossing Pemberton Meadows, the train winds between majestic mountains following the Birkenhead River, thence mountain ridges and mountain-locked valleys to Anderson Lake. For twenty-two miles the railroad is carved out of the solid mountain side, following the contour of this beautiful lake. On either side are majestic mountains, rising 5,500 to 6,000 feet above its level. The clear, limpid waters of the lake abound in the choicest game fishing in North America. Rainbow trout are caught weighing 18 to 20 pounds, and Dolly Vardens and Steelheads will weigh heavier.

Through a short distance of gorge and mountain, and again the train bursts out on Seaton Lake with the same majestic mountains and the same limpid waters abounding in trout. Leaving Seaton Lake, the descent is rapid to the plains of Lillooet.

Snuggled among the hills about three miles from the railroad is the old mining town of Lillooet. Settled in 1860 as a result of the great Cariboo rush from California and still the prospectors' meeting place, it is for the first time in its history with rail transportation to the outside world. Here also gather the big game hunter, the fisherman, the old-time rancher. Local color also abounds. Here basking in the sunlight is an old Indian chief who caused trouble to the North West Mounted Police in the early days and was feared and hated, or the friend of the gold prospector. The Chinaman, or "Chink," is a familiar scene on the streets or behind the counter of some general store. He, too, came with the prospector from the south and prospected like the white man. Sometimes he struck it rich and returned to San Francisco or his old Oriental home to live as a Croesus. Failing to strike he stayed and prospected further or drifted into Lillooet or other old settlements in this Cariboo country, to run a store, a restaurant or farm, and he has grown rich by his industry. The backwoodsman, the

rancher, the cattle man, are all here, and red man, yellow man and white man all meet here on terms of practical equality.

The traveller after getting off the train quickly notes the change in climate. The Coast is the so-called wet country with its giant forests. At Pemberton Meadows, while drier, the same qualities of climate obtain. But breaking through from Seaton Lake to the plains and benches of Lillooet the air seems more balmy and soft. The Chinook winds that blow in from the Pacific have lost their moisture but keep its quality of softness and balm. This is the beginning of the dry belt and for the best agricultural success, irrigation must be used. Lillooet is famous for its fruit and its vegetables, particularly its potatoes, which are endangering the fame of the Ashcroft.

Lillooet is now coming into its own. As a health resort, a mining centre, and fruit district, it will grow in popularity and wealth.

This is the present terminus for passenger and freight transportation. Construction service is nearly advanced to Clinton, and "rail-head" is approaching Lac La Hache, about 120 miles north, which is expected to be open to transportation about September 1st next. This is as far as the railway will be pushed for the year 1915.

West from Lillooet is the Bridge River country and the Fraser River district, capable of indefinite expansion for cattle and sheep raising and mixed farming. Further west still, it enters the Chilcotin country, which will grow in importance as a cattle district. The railway follows to the east and north from Lillooet the old Cariboo trail. Here again the land is bench and plain.

Continuing north from Lac La Hache, the railway passes through the mining centre of 150-Mile House, following northwest to the Fraser River to Soda Creek, where navigation again commences clear north to Fort George.

The railway follows the river north to Quesnel, where the old trail leads east to the old mining town of Barkerville. The whole country south and east of Barkerville was famous for its placer gold deposits. Vast amounts of gold were taken out of this district in the old Cariboo days, and now that it will be served by the railway, a new stimulus to mining will manifest itself. Quesnel Forks, Hydraulic, Bullion and other camps will again be producers of large extent. On account of lack of transportation and playing out of rich pay-streaks, placer mining had to stop.

North of Quesnel the railway follows the Fraser through Fort George canyon to the present city of Fort George, where it connects with the Grand Trunk Pacific from Edmonton, Alberta, to Prince Rupert on the Pacific.

In the not distant future, the Pacific Great Eastern will be pushed north to the Peace River country, the last great wheat district to be opened up to civilization on the continent of North America. The daring mind of Sir Richard McBride, Premier of British Columbia, conceives the idea of pushing it northwest and tapping the Yukon, there to unite with the American railway now building in Alaska.

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