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### THE CARIBOO OF TO-DAY.

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Much more might be added relative to early gold-mining on the Fraser and Thompson Rivers, and in the larger field of Cariboo, but for the time the information given in the foregoing pages must suffice. Just a few words, though, concerning the total gold production of Cariboo District to date, together with a reference to hydraulic mining, and a glance at the altering conditions for access to the district as compared with bygone years.

In the introduction to the report on Cariboo printed in the "Annual Report of the Minister of Mines" for 1902, it is stated that "the output of the Cariboo District from 1858 to date amounts to about \$37,500,000." The official records for the nine later years, 1903-11, show a total of more than \$3,000,000; so it may be stated that the total gold-production of the district to date is nearly \$41,000,000. It is manifest, however, that continued profitable production is confidently expected, for there have been large expenditures of money during the last few years in connection with the enlargement of previously existing hydraulic enterprises and the establishment of new ones. It is well known that during the years that the late John B. Hobson was engaged in hydraulic placer-gold mining in Cariboo District, the company of which he was manager washed more than 10,000,000 yards of gravel and recovered gold to the value of more than \$1,000,000. Among the illustrations shown in this pamphlet are two of the most recent of the larger installations of hydraulic plant and works—an installation that has involved an outlay of more than \$1,000,000, and that is now being operated in full expectation of profitable returns resulting. It is not too much to look for other equally important gold-saving enterprises being established in the district, following the success of several now contributing materially to the industrial prosperity of the district.

Prominent among the things that are big with promise for Cariboo District being even more prosperous in the future is the railway situation. A great drawback in past years has been the high transportation costs. Now it is certain that this obstacle to greater development will shortly be removed and railway communication with the heart of the extensive Cariboo District become an accomplished fact. The great impetus this will give to mining and other industries can hardly be measured at the present time, but that it will make for the abundant and permanent prosperity of this big territory, rich in natural resources, may not reasonably be doubted. Railway routes, practically at water grades, are obtainable in several directions, and there is not likely to be much longer delay in providing the much-needed transportation facilities that will greatly facilitate the opening of the country to an industrial activity and increasing settlement of considerable proportions, so that from being the "cradle of British Columbia," as quoted early in this pamphlet, the district will develop into one of the mainstays of the Province.

