

Resources of British Columbia.

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QUESTIONABLE ADVERTISEMENTS INSERTED IN THIS JOURNAL.

ADVERTISING THE PROVINCE.

It is stated on good authority that the natural increase in England alone is more than a quarter of a million souls per year over and above the outflow by emigration, and the important question to a new country is how to direct or attract a portion of this emigrating movement to their own shores. To the right class of emigrants the Province of British Columbia offers peculiar advantages, as faithfully described by the publications printed and distributed by the Department of Agriculture.

Competition for eligible emigrants from Great Britain and from other European countries, especially Germany, has become so strong in the United States that Canada is forced to employ all the resources within her power to control even a small portion of the movement and it has only been within a year or two that the Government has become alive to the real importance of the battle. With the opening up of the Canadian Northwest, where the Dominion Department of Agriculture was actually in competition with the Americans for Canadian emigrants for the new territories, it was found that the systems employed by the Railway and Land Companies of the neighboring republic were organized in a most thorough and attractive manner. No money was spared in advertising the different sections of country open for settlement and the publications distributed free broadcast over the Dominion were of the most elaborate and expensive description. So far as emigration literature is concerned, it is impossible to place an ordinary five cent pamphlet alongside of a fifty cent illustrated work printed in the highest style of art and expect the same influence and result. If the facts are worth circulating they should be embellished and elaborated by profuse illustrations. Great Britain is flooded by these American publications; agents are working up every section of the kingdom; steamship companies are heavily subsidised; steamship companies' agents are paid large commissions, (including Canadian steamship lines), and there is a perfect American spider-web organization in constant operation. There is an important

emigration each year from the Eastern Provinces of Canada to the Western States and to Manitoba and the Northwest. Minnesota and Dakota are largely composed of Canadians. Why should not British Columbia receive a very considerable proportion of this class of practical farmers, who are accustomed to the kind of work they would encounter in this Province?

At this writing we are not informed as to the amount of money spent by the Dominion Government on British Columbia, but we know that a great many thousands of dollars have been expended by the Department of Agriculture on Manitoba and the Northwest and that the Hon. Mr. Pope, in a discussion on the floor of the House of Commons, agreed to spend as much money in advertising this Province as the Local Government expended in the same way. Our representatives should see that this has been done.

THE ESQUIMALT AND NANAIMO RAILWAY.

The contract for the Nanaimo Division of the above railway has been let to Messrs. Graham & Busk, two practical persons, who are said to possess the necessary money and experience to successfully carry out their undertaking. The present contract comprises the preparing for the rails of 22 miles of road between Chemainus and Nanaimo. The country between these points is heavily timbered and there is said to be considerable bridging and trestle-work but the rock work is light and inconsiderable. The contractors commenced operations on the 1st of the month with about 100 white men, principally wood choppers and hewers and they have built their headquarters at Oyster Bay, a point equi-distant between Nanaimo and Chemainus. The firm confidently expect to complete their contract by the 1st of May and to do this at least 700 to 800 men will be required. The contractors advertise for white labor only but no doubt they will find it necessary, or profitable to place a large force of Chinese on earth-work, for which the Mongolian is well adapted. It is said, that the Railway Company will build a large wharf at Oyster Bay where the rails and locomotives can be unloaded. If this is done quite a small town will spring up at that point. It is not known when the contract for the Esquimalt Division will be let, but it seems to be the intention of Mr. Dunsmuir and his associates to shove the road through as rapidly as possible.

There were about nine tenders put in for the Nanaimo Division, and the unsuccessful tenderers naturally consider Graham & Busk's figures very low. They have, however, satisfied the company that they are competent to fulfil their obligations and there is universal confidence in the early completion of this portion of the Island Railway.