

to be high it must be taken into consideration that the crop yields here are larger and of better quality than in any other section of British Columbia and there is a ready cash market for everything that is raised—in the town of Cumberland, which is seven miles away by good wagon road.

Although this is essentially an agricultural section there are numerous other resources which when thoroughly exploited and developed will make Courtenay a busy and progressive town.

Coal areas of enormous extent have been proven to exist in the Courtenay Valley and at the present time the Vancouver Coal



A Portion of the Courtenay Valley.

Prospecting Company have a bond on practically all the Crown-granted land available. A year ago a large amount of money was expended in prospecting this coal bed and the most gratifying results were obtained. At a depth of 1,850 feet a seam of coal 18 inches thick was struck. Immediately below that two feet of fire clay (which makes a first class fuel) and three feet of coal was encountered. The indications at this point showing that further down another seam existed, the bore was continued to a depth of 2,200 feet and the efforts of the company were amply rewarded by striking a seam of coal of a superior quality and a thickness of five feet. The fact that this coal has been discovered

within three and one-half miles from where the Wellington Colliery Company are now mining extensively, it is safe to predict that it is a continuation of their coal seams and that ere long the little town of Courtenay will be the seat of an immense coal mining industry.

The transportation facilities to the Comox district at the present time include a steamship service maintained by the C.P.R., viz., the "City of Nanaimo," operating from Victoria and Nanaimo to Union Bay and Comox semi-weekly, and the "Queen City" from Vancouver and Nanaimo weekly. A good wagon road is also maintained by the Provincial Government into the district from Victoria and Nanaimo. These modes of transportation are soon to be supplanted, or rather, augmented by a railway line, which will run through the district to the northern end of the Island, touching all principal places en route. Surveyors are now (July, 1908) in the Courtenay Valley and construction work, it is expected, will be commenced within a reasonable time.

Logging is an industry that is extensively carried on in this section, the quality of the timber being the finest and the quantity almost unlimited. Several camps are in operation, employing a large number of men. Saw-mills are erected at different points in the district, manufacturing lumber for the local trade, but the great majority of the timber cut is boomed at the mouth of the Courtenay River and taken to Vancouver and other places to be manufactured into lumber.

Having briefly reviewed this beautiful section of Vancouver Island and described its opportunities from a business viewpoint, its charms as a place of residence should receive due mention. No district on the island affords better sport for the angler and naturalist. Trout and salmon fishing in the Courtenay River is unsurpassed and grouse, ducks, geese and deer are plentiful. The social life in the district is exceedingly pleasant and the traveller is always accorded a hearty welcome.

The district supports first class schools and churches, while well stocked stores and up-to-date hotels are located at all principal points. The scenery is incomparably grand, varying from the peaceful farming valleys overlooking the placid waters of the Gulf to the monarch snow-capped mountains away in the distance.