

wood supplies of Kootenay for the country east of the Rockies.

VANCOUVER ISLAND.

Vancouver Island, the westernmost portion of the Province, is reached in a few hours by steam boat from the present end of the Canadian Pacific Railway. The climate, with some insular peculiarities, generally resembles that of the last named district of New Westminster. It is serene, charming and very healthful. The island scenery is everywhere beautiful. Its surface is hilly and in some parts mountainous. The comparatively low rolling land is chiefly on the east coast, along a portion of which a railway is now being made. There are five inlets and harbors, but no rivers navigable for steamboats. The soil, in general, is very fertile for cereals, roots and fruit. All animals thrive well on the nutritious grasses. It is unnecessary to speak of the bounty of nature in bestowing on this favored island ample supplies of the best coal that has been found in this part of the world. Iron and copper exist on Vancouver and some of its outlying islands. The color of gold is found everywhere, and paying gold diggings have been worked, but none have been discovered lately. The whole coast swarms with many kinds of food-fishes and also oil fishes and the hunting of the fur seal is a very important industry. The sheltered inner waters, full of coves and harbors, favor the work of the fisherman. The capital of the Province and the Imperial Naval Station are in Vancouver Island. The farming produce of the island will, in all probability, be required for the coast demand, but lumber, fish and fish products, peltry and fruit may be sent east by railway.

All the above districts along the railway are attractive to the intending resident as well as to the tourist and the sportsman. Lumbermen especially should give attention to the forest region of Kootenay without delay, as wood supplies will be required by the country east of the Rocky Mountains as soon as the railway is able to convey them, and Kootenay is the nearest place of supply within British Columbia.

OUR CITIES.

We give our readers elsewhere a general view of the probable trade effect of the opening of the railway on the mainland which will take place about this time next year. In that forecast we do not mention the effect upon our existing cities, or in creating new cities, but we shall now briefly advert to this subject as it is one of some interest. Our people have not suffered much from the townsite mania, having had before them the somewhat doleful experience of sufferers east of the Rocky mountains and as the nature of the surface of the Province prescribes lines of travel and traffic, and in some degree also the location of cities. It will not be so much in

the power of the Canadian Pacific railway company in this Province as elsewhere, to make or to unmake cities. The principal existing cities will hold their own. It may be said, generally, that the whole business of the province will, in its divisions accord with the physical divisions of its territory, namely, the coast and the interior. Hitherto, the whole Province has been supplied with imported articles from the coast centres of distribution. In future, many articles required for the interior will be brought from the east by railway and will be distributed before reaching the coast. This will diminish to some extent, the trade of the coast towns, but not so as to affect them much. It is likely that Victoria will continue to be the chief city on the coast, both for residence and trade, and it also will have a fair share of whatever business may still be done with the interior from the coast. Its geographical position, its solid progress, the concentration of commercial and official interests, its residential attractions, secure its future. Two transcontinental lines, with termini brought close to Victoria by daily steamboats across a sheltered gulf will compete to serve it. The principal population is on the coast, and as the coast becomes important, Victoria will grow proportionately. There is not likely to be any really competing city actually on the seaboard, or indeed any city at all, except Nanaimo.

This latter city may look with equal confidence to the future. Her prosperity rests upon a solid basis—that of coal production and export. Additionally, Nanaimo will have a fair share of the general trade of the coast. The railway between Nanaimo and Victoria will benefit them both. New Westminster, also, will fully hold her own, and grow healthily with the productive district in which she is placed. The extensive farming, salmon canning and lumbering industries of the neighborhood, as well as the developing business on a portion of the coast, will contribute to the growth of New Westminster and secure her prosperity. As regards Burrard Inlet, it is not easy to forecast precisely the future of that section, but we do not think that anything will take place there, to affect seriously the position of any of the three above-named cities. There is no probable development, agricultural, mining or commercial in any part of the country, or as a whole, sufficient to create a large city, in addition to those that exist. But there may be, on some parts of the shore of Burrard Inlet or its neighborhood, a place or town of considerable importance, such as the adjuncts of the terminus of a transcontinental railway will form. This probably, will cover a large space, and have no small population. There will be a mutually beneficial action and re-action between it and New Westminster. As regards the interior, or rather the southern interior, through which the railway passes—we mean the region between Yale and the Rocky Mountains—