

The C.P.R. in the Mountains

BY A COMMERCIAL REPRESENTATIVE.

Shortly after leaving Calgary we reached Banff station in the Canadian National park. This resort is increasing every year in popularity among holiday seekers, the most frequent visitors speaking loudest in its praise, as familiarity does not in this case breed contempt. Every one travelling this way should make a point of stopping over here, even if only for one day, as it is very doubtful if a day could be spent so pleasantly sight-seeing anywhere else. The Canadian Pacific Railway Company has erected a large hotel for the accommodation of visitors and every facility is offered for seeing the different sights, either by carriage, on horse back, bicycle or by boat. The places most frequently visited are the sulphur baths, especially the cave and basin, the falls, the Vermillion lakes, Devil's lake, the lookout on the top of Tunnel mountain, and the animal enclosure where buffalo, deer and other animals are kept. These are some of the spots within easy reach of the hotel, but there are so many places to see that even after weeks spent in sight-seeing the visitor would leave with thoughts of regret at the places he was unable to reach. The three beautiful lakes, called The Lakes in the Clouds, are reached from Laggan, a station a few miles west of Banff.

The town of Banff is very small as practically all the business to be transacted is in connection with the tourist trade.

At Field the Canadian Pacific Railway Company has another hotel and a very substantial addition is being added to it this year. The scenery in this neighborhood is very grand.

Immediately upon emerging from the Kicking Horse pass we come to the town of Golden, situated near the confluence of the Columbia and Kicking Horse rivers. Previous to the construction of the Crow's Nest Pass Railway this was the distributing point for all the Southeast Kootenay country, the freight and passenger traffic being handled from here by steamers and stages. It was thought by many that upon the construction of the Crow's Nest Pass road Golden would die out, but while it did lose a great deal of business, still the country tributary to the upper Columbia river and in the Windermere district has been opened up by prospectors during the last two or three years and as a result a large business is now being done in these parts and this business must pass through Golden. As yet very little ore has been shipped out, owing partly to the lack of proper shipping facilities, but this season the Paradise is making a trial shipment of 1,000 tons. This is the first large shipment from this section and a great deal of interest is therefore being taken in it, as the result will affect the whole country. The Red Lion is another mine which is promising well.

In addition to the mines there are large timber limits and the sawmill at Golden, owned by the Columbia River Lumber Co., brings a lot of business to the local merchants. There is very little land in the immediate vicinity of Golden suitable for farming, but to the south the valley gradually widens until in the Windermere district there are many large ranches, and by irrigating good yields of grains, vegetables and fruits are obtained. On the ranges the famous bunch grass grows in abundance and it would be hard to find better beef cattle than those raised here.

There are very few business changes at Golden during the last year. G. B. McDermott & Co., general merchants, have turned their business into a joint stock company. E. V. Chambers last February assumed the management of the local newspaper, "The Era," and a change has recently taken place in the management of two of the hotels, J. W. Ullock having disposed of his interest in the Kootenay hotel bought out by W. McNish, of the Columbia House.

About fifty miles further on Glacier House is reached. Here the Canadian Pacific Railway Company has erected a hotel with full view of the great glacier, and many tourists stop here for a few days in order to get a closer view of this wonderful frozen river. Right here, also, is the great loop, one

of the cleverest pieces of engineering on the whole line.

As it is now the excursion season when some of our readers will be taking a trip to the coast we would like just here to advise them not to hurry through the mountains. There are many places where a day or two could be well spent in taking a more complete view of the scenery than can be got from a car window, and even if a stop were made in order to give time to review the scenes already passed and to impress them more fully on the mind, it would be found to be time well spent, as it is utterly impossible for any one, making a first trip over this route, to retain a correct impression of the scenery, unless the journey is broken occasionally. It is quite a common occurrence to hear people, who did not allow for any stop-overs, expressing their regret at not having started on their trip a few days sooner.

Revelstoke, situated on the Columbia river, has a population of about 2,500. Previous to the construction of the Crow's Nest Pass railway all the traffic for West Kootenay was handled here and even yet it is an important point on the railway, being the principal division point between Calgary and Vancouver. In the C. P. R. shops about 80 men are employed and a large number of train men also live here, so that the monthly payroll is a large one. Close connection is made here for all points in the West Kootenay and Boundary districts.

There are several manufacturing interests at Revelstoke and a good business is transacted with the mining districts of Lardeau to the south and the Big Bend country to the north. One saw mill now running employs about 60 men and the Revelstoke Lumber company has been recently formed and a mill is now being erected and will, it is expected, be in operation by the coming fall. There is a cigar factory and two breweries, together with a large number of stores, a semi-weekly and a weekly newspaper and branches of the Molsons and Imperial banks.

Several of the companies owning mining and other properties in the Lardeau have their head office at Revelstoke. Among these are the Great Western Mines, Limited, which owns the Nettie L property near Ferguson, and the Lillooet and Cariboo Gold Mining Co., owners of the Silver Cup mine, about seven miles from Ferguson. These are the principal properties in that section and are the only ones that can be termed mines. Several shipments have been made from the Nettie L, but last winter the biggest output was reached when about 7,000 tons of ore were taken out ready for shipment. This is a silver lead property, as is also the Silver Cup. The company operating the Silver Cup have made shipments during the last two or three years, but they are waiting for cheaper and better transportation facilities and are shipping no more than is necessary.

The Trilune is another property which has done some shipping. This ore is said to be wonderfully rich and has paid the operating expenses from the very first.

On Pool Creek, a tributary of Fish River, which empties into the north-east arm of Upper Arrow Lake, some rich free-milling gold quartz has been found and quite a rush of miners into that section is expected this season.

A railway has been chartered to run from Arrowhead, on the Upper Arrow lake, to the head of Kootenay lake, and a portion of it has already been built north from Lardo at the head of Kootenay lake and men are now at work extending it. There are many valuable claims throughout the Lardeau, but until a railway is secured very little besides development work can be done, owing to the great expense of shipping under the present order of things.

To the north of Revelstoke there lies an extensive tract of country, circled by the Columbia river, known as the Big Bend. This is all very heavily mineralized, and while a number of properties are being developed, there have been practically no shipments to the smelter yet owing to the almost entire absence of shipping facilities. A syndicate is now building a steamer which will run from Revelstoke to La Porte, or Death Rapids, at the head of navigation and will supply shipping

facilities for a portion of the district at least.

The Carnes Creek Consolidated have a gold property on Carnes creek, on which they are doing development work and have met with very satisfactory showings. Near this is the Standard mine, a very rich copper property. Further up on Smith creek a company, composed of Revelstoke men, is doing some placer work, as is also a company of Pittsburg capitalists. These have not got beyond the first stages of the work yet, but everything is looking quite satisfactory so far.

In Groundhog basin, at the head of French and McCulloch creeks, there are some free-milling properties which have been worked to some extent, but had to be dropped for the present owing to the expense. On French creek there was over one million dollars recovered at the time of the stampede in the '90's.

If the transportation question could be satisfactorily arranged a big business could be worked up through this district as in addition to the immense mineral wealth there are extensive ranges of very fine timber, such as fir, spruce, cedar, pine, hemlock, etc.

From Seamus Junction a branch line has been built to Okanagan Landing, a distance of 31 miles, from where a steamer makes tri-weekly trips to Penticton at the south end of Okanagan lake. At Seamus there is only one small store and a few houses, but the C. P. R. built a large hotel and station about a year ago, and as there is good fishing and boating here, and the scenery is very beautiful, it is becoming a favorite spot for a few days' recreation.

The first town reached on this branch line is Enderby, 23 miles from Seamus. It is built in a pleasant valley, which is settled with well-to-do farmers. There are two general stores, a harness shop, a flour mill and a saw mill.

Nine miles further on Armstrong is reached. There are here two general stores, a hardware and furniture store, drug store, harness shop, flour mill, saw mill, etc. This is also surrounded by a good agricultural district.

Vernon, which is next reached, is the largest town in this valley. It has a pretty location being surrounded by rolling hills covered with grasses and trees and in places with crops of grain, fruit trees, etc. There are four large general stores, one hardware, a dry goods store, drug store, stationery and fancy goods store, two butchers, furniture store, a branch of the Bank of Montreal, harness shop, implement warehouses, grocery, bake-shop, confectionery and fruit store, a sash and door factory, flour mill, newspaper, etc. About the only new businesses started during the last year are a fruit and confectionery stand by Chas. Garden, and a machine shop opened a short time ago.

Surrounding these three towns is a good agricultural district in which grains, vegetables and fruits of nearly all varieties do well, in fact some of the best fruit grown in British Columbia comes from this valley. The land is practically all taken up, although there are many acres which are still not being cultivated, owing to the expense of clearing the land, as well as to the fact that there are several very large ranches, only small portions of which are being worked. On this account there is not nearly the amount of produce being raised that there might be and business is of course, thereby affected.

At Okanagan Landing, the end of the railway, there is a small town. A large hotel is now being erected here.

The trip on Okanagan lake is a most enjoyable one, as the scenery is very pretty, and the steamer, which belongs to the C. P. R., is roomy and well fitted up.

There are three towns on the lake shore, Kelowna, Peachland and Penticton. The last two named are very small places. Peachland has a pretty situation and is in a good fruit growing district. Penticton is the end of the C. P. R. Co.'s service. From here stages are run to the different mining camps and through to Midway on the C. P. R. Boundary branch.

Kelowna, which is the first town reached from Okanagan Landing, is an important business town. There are two large general stores, harness shop, two butcher shops, implement warehouse, a cigar factory, saw mill, etc. The situation of the town is one of the prettiest imaginable. Viewed from the lake a broad valley is seen walled in by mountains, and the view

afforded from the town of hill, valley and lake is also very fine. The valley contains about ten miles square of good farming land, besides some good land on the benches and slopes of the foothills. Fruits, vegetables and grain are extensively grown, while on the ranges in the hills large numbers of cattle are pastured. Apples, pears, peaches, apricots and cherries of a very fine flavor and size are grown, and many other varieties of fruit are also grown with good success. A great deal of attention is being given to the cultivation of tobacco, which grows very well in this valley. The Kelowna Shippers' Union Co. has a cigar factory at this town where several brands of cigars are made from the home-grown weed. The rainfall is very light, so that irrigation has to be resorted to, but while this costs considerable in the first place to get the water and entails considerable labor in distributing it over the land, still it almost assures a good crop every year.

Agriculture at present forms almost the entire support of this valley but there are some good timber limits which will give employment to a large number of men and a number of mineral properties have been found and are now being prospected. As yet nothing very definite has been done with any of these claims, but it is reported that some good samples of ore have been found and it is expected that in the course of a few years there will be some mines in operation which will create a home market for the farm produce, a large amount of which is now being shipped to outside points.

Sidewalk Displays.

When the walk in front of a dealer's place of business is wide enough, and the town ordinances do not prohibit, a display of implements on the walk can be made to the advantage of the business. This should consist of only one or two machines, the reason for using which is at hand or in progress. We have known dealers to keep one certain implement on the walk during the entire year. After a time its usefulness as an advertisement was entirely destroyed.

Machines used for sidewalk displays should not be allowed to remain outside at night and on Sundays. If the dealer's facilities do not permit him to give these machines shelter while the store is closed, he would better not attempt to make a sidewalk display at all. Exposed constantly to the weather, the machines soon repel rather than attract. Showing only seasonable goods and taking them in at night does not give the elements much of a chance to destroy their beauty or usefulness.

Recently a dealer discussing sidewalk shows said that they were of no value to an implement dealer, because farmers always know what they want before they visit the dealer and never go near an implement house without stopping anyhow. This may be true to a large extent, but a display on the walk answers the purpose of a sign, and attracts farmers who may not be acquainted with the location of the house, and who otherwise would pass the door. This last they invariably do, if they see implements on the sidewalk further up the street. Then there is the home trade, the people who live in town. This spring a man came into a dealer's store and said in the presence of the writer: "Why, I didn't know you handled lawn mowers until I saw that one on the walk." Before he departed the dealer had his order, which would have been given to the hardware man if there had been no sample on the walk. This incident shows what is possible in the case of a number of other articles, such as churns, cream separators, wire fence, garden tools, pumps, pump supplies, grass hooks, scythes, lifting jacks, and various other articles handled by many implement dealers and used by town folks as well as farmers.—Farm Implement News.

The Homestake is the first shipped from the south belt in the Rossland camp for four years, and is of more than passing interest for this reason.

This week's shipment of ore will be practically nothing, the Le Roi shipped twenty cars yesterday, and this is probably all for the present. The Centre Star and War Eagle have cleaned up their ore bins and they are not likely to forward any ore until the trouble is settled. The smaller mines will produce a few hundred tons this week but the tonnage will touch the low water mark.