

Snow-capped mountains whose lower slopes are clothed in dense evergreen woods rise from the shore lines on both islands and mainland. Here and there rocky fissures or gleaming glaciers break the expanse of green by slashing it from the snowline to the water's edge. Many deep and irregular inlets, fiords and countless islands of green woods and grey rocks give an intricate and ever-changing route of pleasing variety. Lighthouses, buoys and beacons mark out the course which in places narrows down between numerous islands to resemble a winding river. This is a most favourite voyage for tourists.

There are several steamship lines operating on the coast run which extends from Seattle, Victoria and Vancouver on the south to Anyox and Skagway on the north. Principal of these are the Canadian Pacific, Grand Trunk Pacific and Union Steamship companies. Chief ports of call in Central British Columbia are Ocean Falls, Swanson Bay, Prince Rupert, Port Simpson, Anyox and Stewart. Fleets of smaller steamers, gasoline boats, fishing smacks and sailing vessels give the coast a busy appearance. With the establishment of extensive dry docks and shipbuilding plants at Prince Rupert calls of large and small vessels for repairs are becoming numerous.

Before the building of the Grand Trunk Pacific, especially during the gold boom days, river steamboats plied the Skeena from Port Essington to Hazelton. Other operated on the upper Fraser, Nechako and Stuart rivers. Their services are now practically discontinued except on the Fraser between South Fort George and Soda Creek, where the British Columbia Express Company operate a large steam-whaler, giving a semi-weekly service during the summer months. The principal ports of call are South Fort George, Quesnel and Soda Creek.

On the Peace river steamboats with headquarters at the town of Peace River operate up stream as far as the Rocky Mountain canyon. The principal ports of call inside the British Columbia line are Peace Coulee landing, Fort St. John and Hudson Hope. The commodious and modern steamer *D. A. Thomas* is operated on this route by the Peace River Development Company, Limited. A smaller boat, the *Pine Point* and several gasoline boats also follow this run.

Above the canyon there is a triangular run consisting of the upper part of Peace river and the lower parts of its affluents, the Finlay and Parsnip. No regular service is yet maintained on these waters, though a few small motor boats and numerous canoes are to be seen. The Finlay river could now be navigated by small steamers as far as Fort Graham and the mouth of the Ingenika, while the Parsnip offers a stretch to the mouth of the Misinchica, with possibly entrance to McLeod lake at the stages of the water. The Peace River Development Company have announced a regular weekly service for the season of 1920 on Peace river between Peace River and Hudson Hope, also their intention of putting a steamer on the triangular run above the canyon as soon as conditions warrant.

Throughout the district there are to be found many networks of lakes and meeting rivers which offer means of travel by water in every direction. The numerous lakes also offer excellent fields for boating both for pleasure and convenience. As settlement spreads around these bodies of water small service boats are soon placed on them and serve a useful purpose, especially in the early days of development when roads are few and poor.

As to roads and trails Central British Columbia is singularly fortunate in opening up now as a new country it finds itself in possession of many excellent