

lished in the vicinity of Vancouver within the next few years, and the British Columbia Electric Railway Company, together with the Western Canada Power Company, are fully prepared for large increases. Investigations by the British Columbia Electric Railway Company, Limited, of two new water-power schemes have been in progress for several years, and these projects, which are located at Alouette Lake (formerly named Lillooet Lake) and at Jones

Lake, have been approved. Active construction work on these schemes will be commenced as soon as the load conditions on the system warrant capital expenditure in excess of the existing \$40,000,000 now invested in the hydro-electric and railway system of this company. From the commencement of the operation period, the financial success of the British Columbia Electric Railway Company, Limited, has been uniformly satisfactory.

Vancouver Island and the City of Victoria

Natural Resources of Great Wealth With Delightful Climate and Noble Scenery.

Vancouver Island, the farthest west of North America, counting the Alaskan coast as northwest, presents the unusual characteristics of the highest civilization and No-Man's-Land. Two hundred and eighty-five miles long, from ten to ninety miles wide, with an area of fifteen thousand square miles and ten million acres of ground, Vancouver Island forms nearly one half of the entire western frontier of Canada, and ranks foremost among Great Britain's frontiers. Much of it is in a wilderness today. Yet Victoria, its chief city and the capital of British Columbia, is, in scenic charm and the culture of its representative people, one of the most advanced and delightful cities on the continent.

Salmon swarm in the estuaries and straits around Vancouver Island, but in place of red man catching them with his clumsy appliances, we now have the salmon nets and canneries of the white men, who send the salmon from these waters to practically every big market in the world. We have, too, steam fishing craft plying the Pacific over the vast halibut grounds of the west coast, where the commercial possibilities have been barely scratched. And the herring fisheries employ hundreds of men and have an output worth hundreds of thousands of dollars a year.

There are immense beds of iron ore at Campbell River and other parts of the island. This iron lies undeveloped, mainly because of a lack of transportation. Thousands of tons are in sight. Coal is in touch with a number of the deposits, and this is taken to mean future steel mills, factories and shipyards on the island.

It is the opinion of experienced geologists that there are large copper deposits on Vancouver Island. From one group of claims 208,000 pounds were taken in six months, but the copper, like the iron, is awaiting better facilities for transportation. Many districts are literally inlaid with enormous coal beds, and the chimneys and shafts of many mines now tell the story of coal production here. At Nanaimo, Cumberland, Extension, South Wellington and other points, thousands of tons are mined daily. One group of mines changed hands for \$11,000,000. There are numerous coal measures which have never been touched by pick or drill.

Timber is one of Vancouver Island's greatest natural resources. Giant Douglas firs, hemlocks, red and yellow cedar, spruce, white pine, tamarack, balsam, cottonwood, aspen, red elder and maple grow in such profusion in the valleys and along the slopes, that the island can furnish, on a conservative estimate, one billion feet of merchantable timber a year for the next hundred years, exclusive of all

reforestation. Sawmills and lumbering constitute a leading industry.

In the southern section of Vancouver Island agriculture has advanced rapidly. The climate has no extremes of heat or cold. The snowfall is very light. Cattle graze in the open all the year. The soil is extremely fertile, and there is much activity in mixed farming, dairying, poultry raising and fruit growing. The Vancouver and Victoria markets are within easy reach, and absorb all that is produced, with insistent demands for more. In all parts of the island the climate and soil are highly favorable to agriculture, but in numerous sections the clearing of the land is made difficult by the heavy timber.

Scenically, Vancouver Island is a wonderland of majestic beauty. Only a little of it has been touched by civilization. Elk, the black bear, the cougar, wolverine, the black-tailed deer, the wolf and many of the smaller fur-bearing animals inhabit in large numbers the deep woods among the mountain ranges, and trout leap continually in the flashing streams. Strathcona Park, set aside for all time by the Provincial Government, is a marvel of noble scenery.

The city of Victoria began as a trading post of the Hudson's Bay Company. A fort was built and trading with the Indians and trappers was the chief occupation until gold miners began to work their way up the coast from California, and to stop at Victoria to be provisioned for the long trek into the Cariboo country, in central British Columbia, which was beckoning with promises of gold. Victoria grew. It attracted the attention of the British Government, which fortified the harbor of Esquimalt, said to be the second best harbor in existence. Victoria became a garrison town. The Esquimalt and Nanaimo Railway was built in 1886. This extends from Victoria to Courtenay, a distance of 139 miles, and branches westward to Alberni and Cowichan Lake. The Canadian Northern Railway opened in 1914 a line from Victoria to Alberni.

Victoria has a population of about 60,000, and a future of notable promise. At its doors are brick clay, fire clay, sand and gravel, coal, iron, timber and other raw materials for manufacturing and shipping activities of great scope. Shipbuilding at Esquimalt harbor is often mentioned as one of the important probabilities. There is every reason to believe that Victoria will be among the foremost in the advance of Pacific cities in the new epoch of ocean commerce which is opening for this coast, and that Vancouver Island will yield wealth in degree merely hinted at by the present production.

Through Southern B.C. on the Canadian Pacific

Scenery of Canadian Rockies Dims the Glory of the Alps —
Banff, Laggan and Field Are Among the Choicest
Spots in the World.

It is the boast of the Canadian that the Rocky Mountains north of the International Boundary Line contain the most beautiful scenery on the North American continent, if not in the entire world.

Many travellers who have made the trip from Calgary, Alberta, through Banff, Laggan, Field and points along the Canadian Pacific Railway to the Pacific Coast, declare that even the glory of the Alps is dimmed by the grandeur of the Canadian Rockies. Switzerland's mountain scenery, say these travellers, in comparison with the lofty peaks of the Canadian Rockies, is toy-like. Several Switzerlands could