

agreeable surprise to all entering the country for the first time. First.—From the north, at Revelstoke, on the main transcontinental line of the Canadian Pacific Railway between Montreal, Winnipeg and Vancouver, on the Pacific Coast, a branch line runs down the Columbia River thirty-two miles to Arrowhead, at the north end of Upper Arrow Lake, whence—(c) A small steamer runs up the north-east arm of Kootenay, the port of entrance to the Lillooet and Front Lake Districts. (b) The large stern-wheel steamers of the Columbia and Kootenay Navigation Company (for which Company a large boat is being built at Nakusp, to be ready to go into commission next spring, as the traffic has grown quite beyond the capacity of the present

United Kingdom on the climate, the products, the mineral resources, the trade, fisheries, and the general development of the Province, with particulars as to the acquisition of land, the location of towns, travelling and banking facilities, and other matters of interest to travellers and settlers. The City of Vancouver, the terminal point of the Canadian Pacific Railway, has, of course, largely participated in the recent extraordinary development. It is the chief city on the mainland portion of British Columbia. It is very picturesquely situated on Burrard Inlet, with the salt water on three sides of it, and backed by ranges of mountains. The inlet affords an ample space for sailing ships, the land falls gradually to the sea, rendering

Various public buildings are also worthy of more than passing notice, the new Government buildings, costing \$800,000 when completed, especially being an imposing structure. Many of the manufacturing interests of the Province are centred at Victoria. It has one of the largest iron works on the Pacific Coast outside San Francisco, and several smaller foundries and machine shops, and many factories. The city is amply provided with educational facilities, both public and private.

Other great commercial centres are springing up along the railway. It will be understood that in mining districts what is a village one year becomes very rapidly a big town. With the growth of mineral discoveries there will be, before long, many



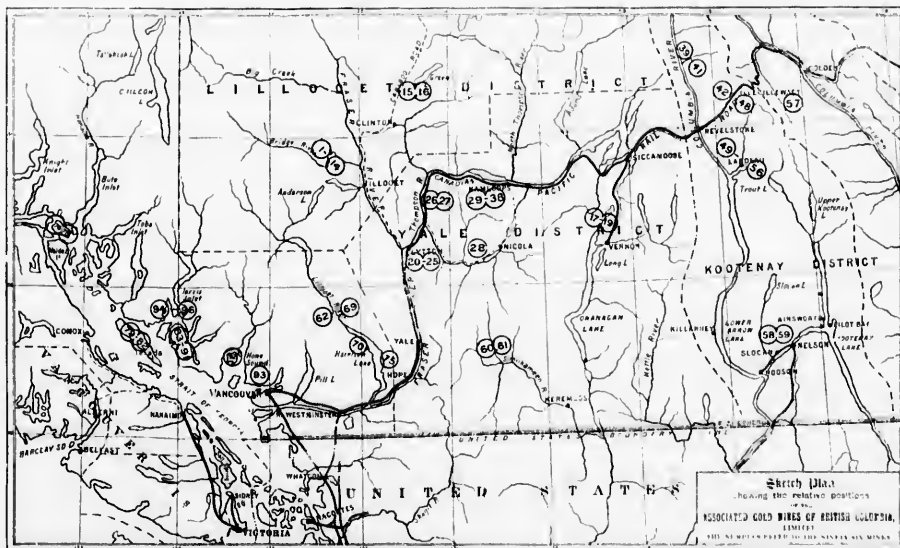
VICTORIA, BRITISH COLUMBIA.

equipment), runs as far south as Trail, connecting at Nakusp with a branch line of the Canadian Pacific Railway into the Shewan, and at Robson with another branch of the same Company into Nelson, along the Kootenay River, and at Trail with the Columbia and Western Rossland Second.—From the south, from Spokane, Washington, where direct connections are made from the main trunk lines of the Great Northern and Northern Pacific Railways to all parts of the United States, the Spokane Falls and Northern Railway runs north to Northport, a few miles south of the boundary line, whence—(d) This road, known as the Nelson and Fort Stopped Road, follows up the east bank to Wapta and Sigs-

drainage easy, and the situation permits of indefinite expansion of the city in two directions. It has an inexhaustible water supply brought across the inlet from a river in a ravine of one of the neighbouring heights. The Canadian Pacific Railway was completed to Vancouver in May, 1887, when the first through train arrived in that city from Montreal, Port Moody having been the western terminus from July of the preceding year. The distance from Vancouver to Montreal is 2,500 miles, and to Liverpool, 5,713. Steamers run to Australia, Japan and China, and the city has communication with all important places along the coast. Victoria is the capital of British Columbia and the chief city on Vancouver Island. It was formerly a stockpile post of the

new towns enjoying all the conditions of modern civilisation in districts which are at present unexplored.

Free schools exist throughout the Province. The means of elementary instruction keep pace with the growth of the population. Not the more sparsely populated districts neglected. Whenever a minimum daily attendance of at least ten pupils can be secured, the Government supplies a certificated teacher, so that there is scarcely a settlement in the country too small or too scattered for the advantages of a common school education to be enjoyed. Last year's return gives over 200 public schools throughout the Province, educating about 16,000 children. About one-fifth of the total revenue is thus disbursed, besides



wad, in Canadian territory, and thence across to Nelson, connecting directly with the Kootenay Lake steamers at a point five miles east of Nelson, whence the road switchbacks into the town. (b) From Northport, another branch of the Red Mountain Railway, crossing the Columbia by large ferries, runs to Rossland, (c) While daily steamers run up the river to Trail, from which point again Rossland is reached, or the steamers taken for Robson, Nakusp and Arrowhead, as detailed above. The agent of the Canadian Pacific Railway, 67, King William-street, E.C., has courteously supplied most of the particulars and the illustrations given in this article. The Company also has done much to diffuse authentic information throughout the

Hudson's Bay Company and was then called Fort Victoria. It is delightfully situated on a small arm of the sea, commanding a superb view of the Straits of San Juan de Fuca, the Olympian range in Washington, the mountains of the mainland, the snow-capped Mount Baker in the distance. The city's age may date from 1858, when the discovery of gold on the mainland brought a rush of miners from the south. It is now a wealthy, well-built, and very English city, with business and shipping interests of great importance. Three lines of trans-Pacific steamers call at this port. Victoria is pre-eminently a place to delight tourists, and has ample accommodation for a large floating population, having several comfortable hotels.

large annual grants from the Department of Lands and Mines for the erection of school buildings. The salaries of teachers in cities are defrayed out of municipal rates, which also support high schools.

In the early days, during the first mining "boom," and prior to the opening of the Canadian Pacific Railway, the cost of living was high. Growing competition and increased facilities for transportation by land and water have lowered the prices of the necessities of life, which cost no more at the present time than in the adjacent United States territory. They can be purchased at a moderate advance upon the prices ruling in the markets of Ontario and Eastern Canada.