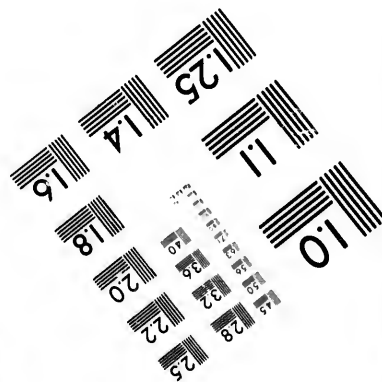
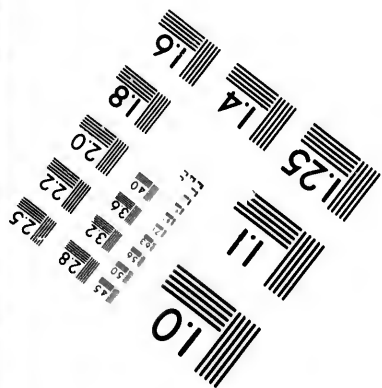
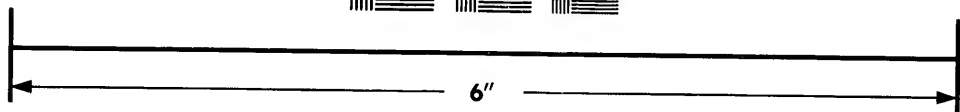
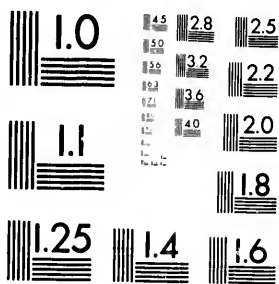


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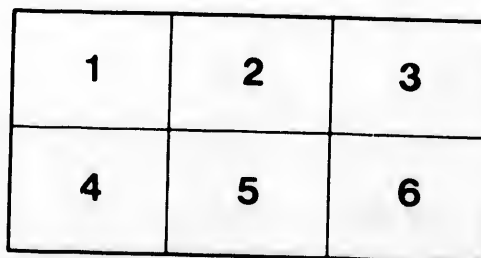
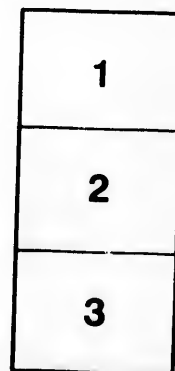
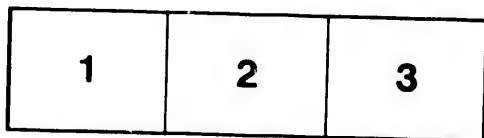
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British Columbia

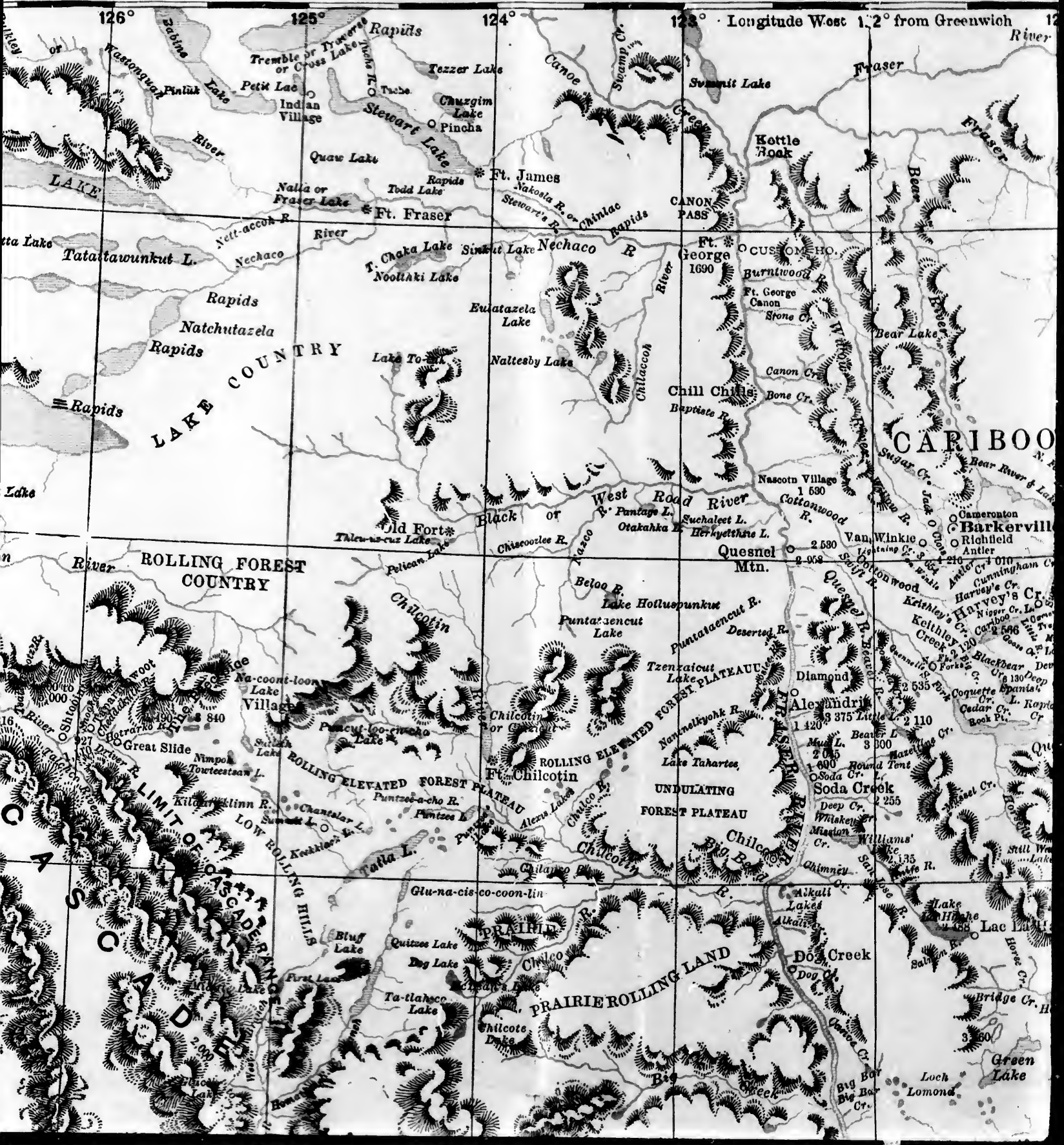
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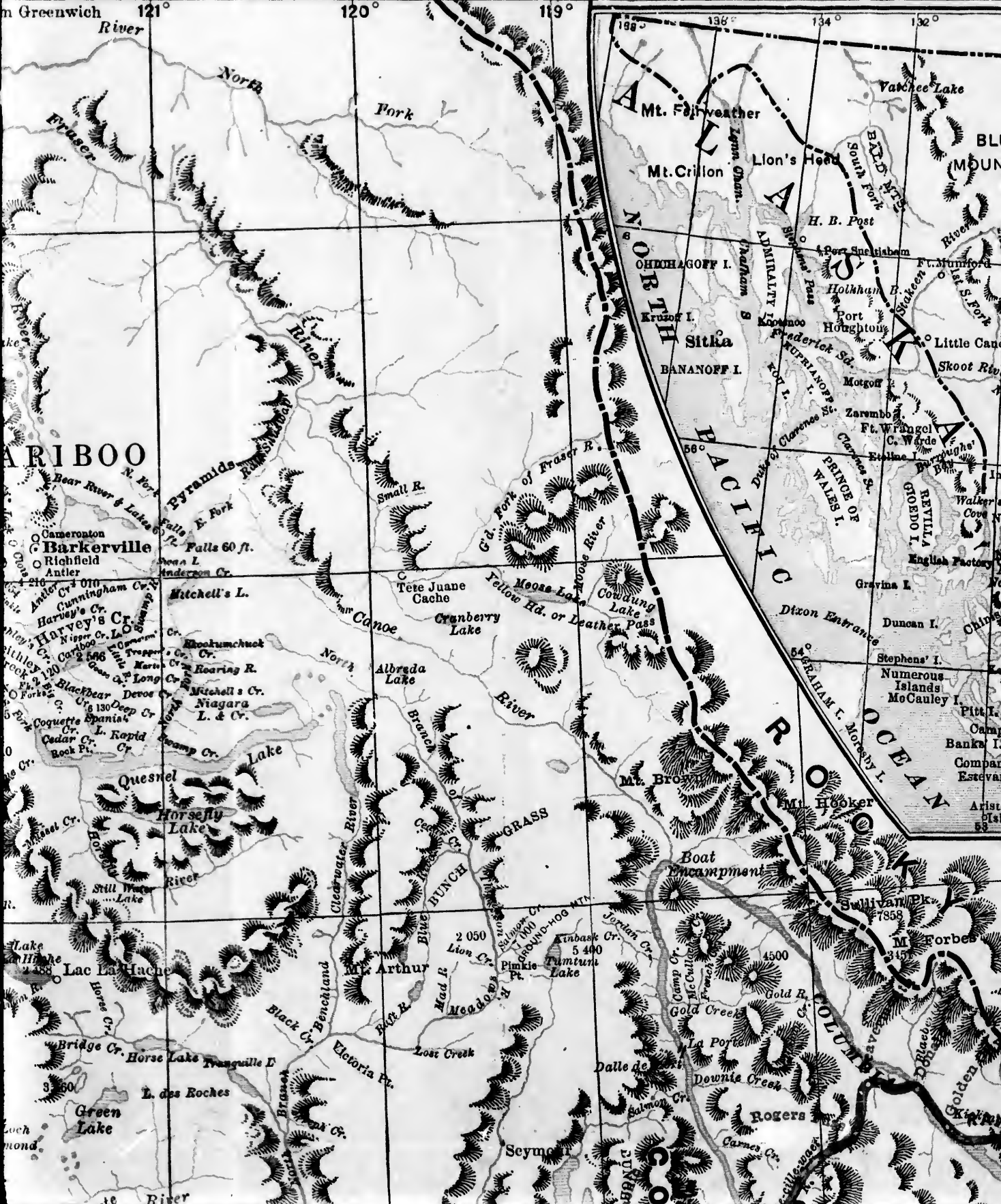


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130° 129° 128° 127° 126°
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Ryan Pt. Mella Catlak Bay
Stephens I. Lima Pt. Coffin Pt. Hunt Pt.
Kennedy I. Gibson's Pt. Hill Pt.
White Crag Spiller L. Princeps Chan.
White Rocks Scallia L.
BANKS I. PENINSULA
Lyttelton Harbour
Tides mean
Douglas Chan. Hawkebury L.
Port Stevens Camp Pt.
Promise I. Monkey L.
Wright Sl. Pilot Pt. King's Pt.
Farrant I. Turtle Pt. McKay Beach
Colamity Har. Nepean Sd. Nelly Pt.
Estevan I. Company's I.
Red Cliff Pt.
Sarah I. Jane I. Swindle I. Cone I.
Price Island Dowager I. Tom Bay
Day Pt. Lucy I. Mary I. Grief I.
Dundivan Inlet Hecate Ch.
Sunny I. Hopsden Pt. Denny I.
Shil Pt. Kūtik R.
Ratau Kelp Pt.
Coldstream Hr.
Kwakahu L. Safety Cove
Bird Rock
Watch Rock
Pearl Rock
Virgin Rocks
New Patch
Hannah Rocks
C. Caution
Union Bar
Port Essington
Pt. Lambert
Parry Pt.
Comrie Hd.
McCauley I.
Greenlie Chan.
Stainforth Pt.
Gardner Ch.
Fisher Beach
Muscat Inlet
Toimie Chan.
Roderick Island
Watson Bay
Rivers' D.
Penrose I.
Smith's Inlet
Dean Ch.
Cascade Inlet
Burke Chan.
S. Bay
Noamias R. Tuatara R.
Bella Spook R.
Shoals R.
Kooakoon R.
316
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Narrows
Francois Lake
Chestatta Lake
Tataitawuni
Rapid
Tazella Lake
Pastazellarocka Lake
Tazella Lake
Dean or Salmon River
Burke Chan.
S. Bay
Noamias R. Tuatara R.
Bella Spook R.
Shoals R.
Kooakoon R.
316
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ARIBOO

Mt. Fairweather
Mt. Crillon

OHMAGOFF I.
Kruzof I.
Sitka
BANANOFF I.

PACIFIC OCEAN

Vachee Lake
BLU MOUNTAIN

Lion's Head
H. B. Post
F. Sturford
Little Canon
Skoot Riv.

PRINCE OF WALES I.
REVILLA GIGEDO I.
Gravins I.
Duncan I.

STEPHENS I.
Numerous Islands
McCauley I.
Pitt I.
Camp Bank I.
Compan Estevan

Mt. Brown

Boat Encampment

Gold R.
Gold Creek

La Porte
Downie Creek

Rogers

Carnes Cr.

Lac La Hache

Bridge Cr. Horse Lake

L. des Roches
Green Lake

Victoria Pt.

le River

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Lion Cr.

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Pinkie Lake

Victoria Pt.

Seymour

le River



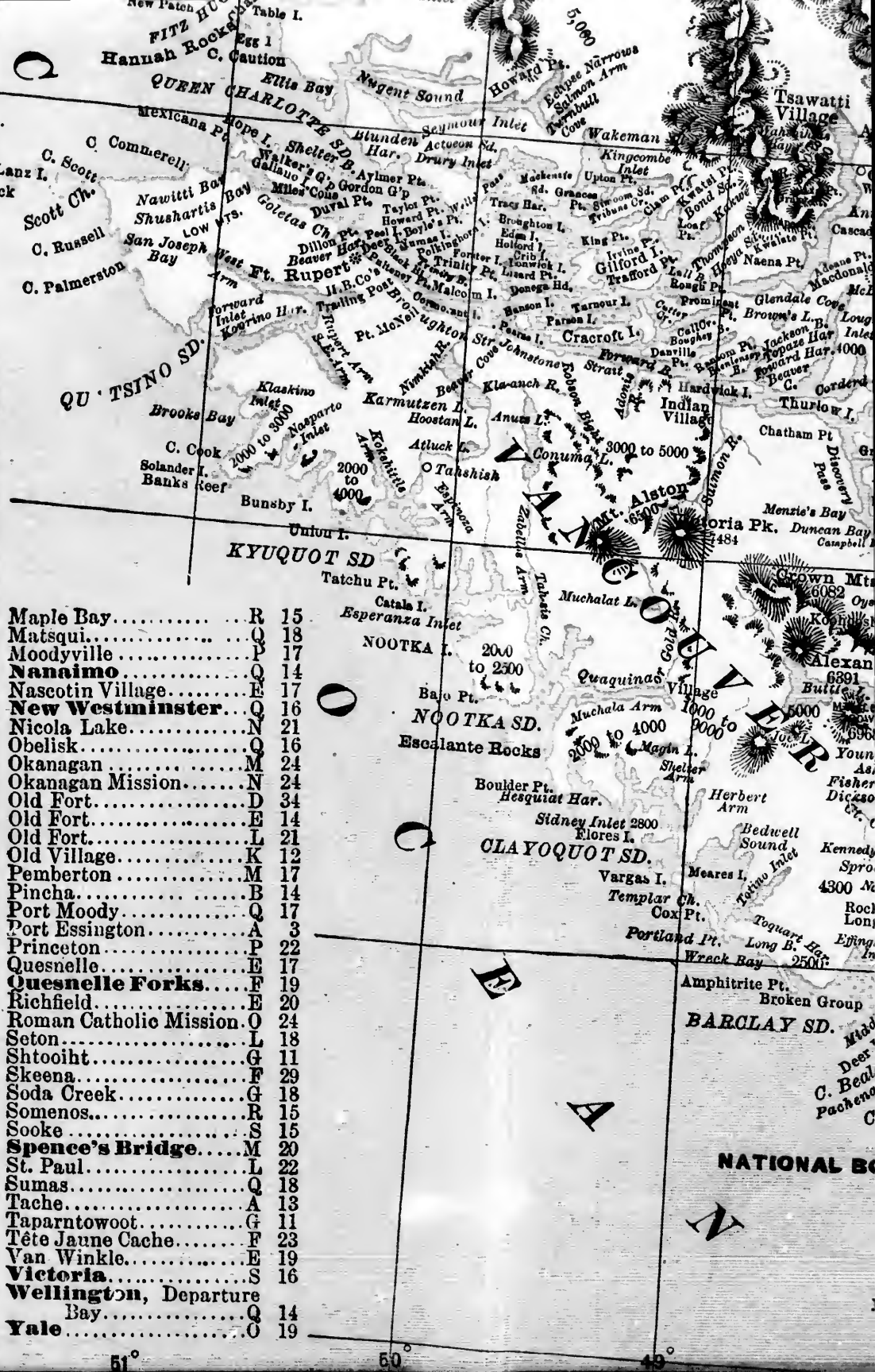
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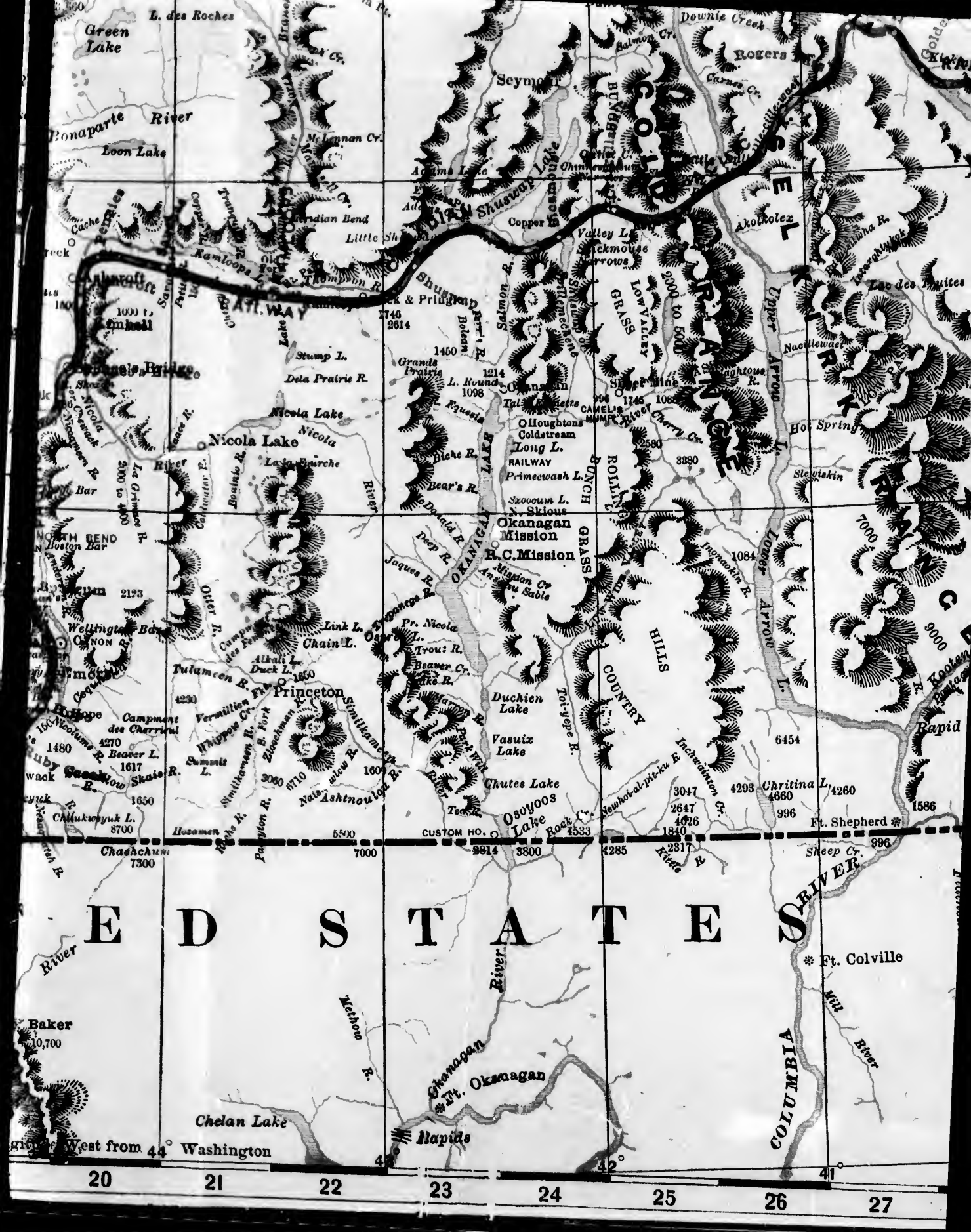
To find any place on the map, draw a straight line from the letters on the side to join a similar line drawn from the numerals on the top.

Alexandria.....	G	18
Anderson.....	M	17
Ashcroft.....	L	20
Babine Village.....	E	31
Barkerville.....	E	20
Bulkley House.....	E	31
Cache Creek.....	L	19
Chemainus.....	R	15
Chilco.....	H	17
Chilliwack.....	Q	19
Clinton.....	K	19
Conrox.....	O	12
Cottonwood.....	E	18
Courchan.....	R	15
Dease House.....	B	30
Dog Creek.....	I	18
Elmore.....	E	32
English Factory.....	E	28
Esquimalt.....	S	15
Fort Babine.....	E	31
Fort Chilcotin.....	G	15
Fort Connelly.....	D	30
Fort Fraser.....	B	13
Fort George.....	C	17
Fort James.....	B	15
Fort Wrangel.....	D	28
Fort Rupert.....	L	7
Fort Shepherd.....	Q	27
Granville.....	P	16
Great Slide.....	G	11
Harvey Creek.....	F	20
H. B. Co. Fort.....	L	21
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Hope.....	P	20
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Indian Village.....	E	29
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Kispiox.....	E	30
Kootenay.....	O	32
Kuldo.....	D	29
Lac Ja Hache.....	I	20
Ladner's Landing.....	Q	17
Landing.....	E	31
Lillooet.....	L	19
Lytton.....	N	19
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McLeod's Fort.....	E	32

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Matsqui.....	Q	18
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Nanaimo.....	Q	14
Nascotin Village.....	E	17
New Westminster.....	Q	16
Nicola Lake.....	N	21
Obelisk.....	Q	16
Okanagan.....	M	24
Okanagan Mission.....	N	24
Old Fort.....	D	34
Old Fort.....	E	14
Old Fort.....	L	21
Old Village.....	K	12
Pemberton.....	M	17
Pincha.....	B	14
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Port Essington.....	A	3
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Shtooiht.....	G	11
Skeena.....	F	29
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Somenos.....	G	15
Sooke.....	S	15
Spence's Bridge.....	M	20
St. Paul.....	L	22
Sumas.....	Q	18
Tache.....	A	13
Taparntwoot.....	G	11
Tête Jaune Cache.....	F	23
Van Winkle.....	E	19
Victoria.....	S	16
Wellington, Departure Bay.....	Q	14
Yale.....	O	19







Green Lake

L. des Roches

Bonaparte River

Loon Lake

Seymour

Rozers

Cache Poudre

Kamloops L.

Little Shuswap

Shuswap Lake

Valley L.

Akokoletz

1000 to 1500

Stump L.

Dela Prairie R.

Grands Prairie

L. Round

GRASS

2000 to 3000

Nicola Lake

Nicola

L. Rousa

Okanagan

ROLLING

Upper

Ho Spring

NORTH BEND

Wellington

Princeton

Link L.

Okanagan

R.C. Mission

GRASS

1084

7000

Wellington

Alkali L.

Chain L.

Pr. Nicola

Okanagan

COUNTRY

HILLS

1084

9000

1480

Vermillion

Princeton

Chutes Lake

Okanagan

Duchien Lake

Vasuz Lake

6454

Rapid

1650

Summit L.

Princeton

Chutes Lake

Osoyoos Lake

Chutes Lake

3047

Christina L.

1586

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COLUMBIA RIVER

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West from 44° Washington

* Ft. Colville

Baker

10,700

Chelan Lake

* Ft. Okanogan

Mapills

Sheep Cr.

Mill River



NORTHWEST TERRITORY

**MAP OF
BRITISH COLUMBIA**

Showing the
Canadian Pacific Railway.
1886.

Reprinted from the Map of R. T. Williams, Victoria.

SCALE OF STATUTE MILES.



The Burland Litho. Co., Engrs. & Ptrs., Montreal, Canada.

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THE PROVINCE OF
BRITISH COLUMBIA,
CANADA.

Its Resources, Commercial Position and Climate,

AND DESCRIPTION OF THE NEW FIELD OPENED UP BY

THE CANADIAN PACIFIC RAILWAY,

WITH INFORMATION FOR

INTENDING SETTLERS.

Based on the Personal Investigations of the Writer, and upon
the Reports of Scientific Explorers and Govern-
ment Surveyors.

With a Map and Views of British Columbia.

Compiled by

MOLYNEUX ST. JOHN.

"A Province which Canada should be proud to possess, and whose
association with the Dominion she ought to regard as the crowning
triumph of Federation."—*Earl of Dufferin.*

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KICKING HORSE PASS, ROCKY MOUNTAINS

FROM PHOTO. BY PROF. BUELL.

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BRITISH COLUMBIA.

Its Position, Resources, and Climate.

INTRODUCTORY REMARKS.

Concerning the Province of British Columbia, which the Canadian Pacific Railway has suddenly transformed from a remote and little cared for settlement in the Pacific, into an easily accessible and interesting field for commercial enterprise, the majority of people have only very indistinct ideas. This publication may perhaps supply the information that is required.

Its object is to impart to those entirely unacquainted with British Columbia such knowledge of the country as may enable them to realize the great extent of that province, its present condition, its characteristics and capabilities, and to understand the important position it now holds, and in the future will more distinctly occupy, in its relations with the other provinces of the Dominion, the trade of the Pacific coast, and the commerce of the world at large.

The completion of the Canadian Pacific Railway is the dawn of a new era on the North Pacific coasts. The province that has been lightly spoken of as "A Sea of Mountains," deriving a certain majesty from its isolation, its wilder attributes, and undiscovered mysteries has been traversed by a railway, accurately described as the highway between Liverpool and Hong Kong. The completion of this road dispels the mists of British Columbia, solitude, and allows the current of trade to flow uninterruptedly between the Atlantic and the Pacific.

The freight-car and the saloon carriage have displaced the pack-mule and the canoe.

The trade of the past has been mere dabbling on the shores of the ocean of commerce; undertaken in doubt and prosecuted with difficulty. It was a handful of men essaying the work of a million, and that they achieved any

success at all in the then far-distant colony in the Pacific affords a suggestive indication of what will now be accomplished under the new conditions.

The history of British Columbia may, for the present, be summed up in a few sentences. After a number of years, during which British Columbia under various names, was occupied only by Indians and Traders of the North-west Company; afterwards amalgamated with the Hudsons Bay Company; Vancouver Island, an important part of the Province, was made a colony in 1849. In 1858 the Mainland territory became a colony, with the name of British Columbia, and in 1866 the two colonies were united, and so remained until July 20th, 1871, when British Columbia, retaining its appellation, entered the Confederation of Canada. During the first years of its colonial phase of existence it was governed by Chief Factor James Douglas, afterwards Governor Sir James Douglas, with great ability and unqualified success. To a just and kindly rule, the traditional policy of the Hudsons Bay Company, he added a courage and firmness that made his word respected amongst the Indians from the Columbia to the Skeena, and when the discovery of gold brought a rush of white men into the country, he displayed the same ability in governing them that he had exhibited in his management of the Indians.

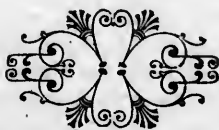
Until the discovery of gold on the Columbia and the Fraser in 1856, the trade of the country was almost exclusively in furs, which were collected at Fort Victoria, on Vancouver Island, and shipped to England via Cape Horn. The arrival of a trading schooner from California, the Hudsons Bay ship from England, and an occasional British Man of War at Esquimalt, afforded the only means of personal communication with the outside world. The people of British Columbia, walled out of communication with Canada by four ranges of mountains, hampered in their intercourse with California by national distinctions, and separated from their own nation by nearly twenty thousand miles of sea, were without any immediate prospect of improvement, when the confederaton of the British American colonies, with an invitation to British Columbia to join, on terms of unexpected generosity, opened to them a vista of possibilities that transformed their apathetic contentment into sanguine expectation.

After the admission of the colony into the Dominion of Canada, considerable dissatisfaction arose from the inability of the Canadian Government to construct a railway to the Pacific within the time specified in the conditions upon which British Columbia had entered the confederation. Remonstrances were followed by a re-arrangement of terms, which in their turn were not entirely fulfilled, and fresh bickerings arose.

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BRITISH COLUMBIA.

At last in 1881 the Canadian Government entered into a contract with a syndicate of gentlemen to build a railway from Ontario to the Pacific ocean, and to complete the distance by the year 1891. An Act of Parliament was passed embodying the contract with the Syndicate, a company was organized, and work was immediately commenced and prosecuted with such vigour that the last rail in the gigantic railway that now binds British Columbia to the Eastern provinces of Canada was laid in November, 1885, six years before the time stipulated in the contract between the Government and the Company. This road has pierced the successive ranges of the Rocky and British Columbian Mountains, it has penetrated the unknown country on the north of Lake Superior and opened a way from ocean to ocean. British Columbia is no longer an ultima thule. The busy life that teems on either side of the Atlantic already surges towards the west, impatient to reach the latent wealth of the western provinces, and waits only the opening of the way to seek on the shores of the Pacific new fields for its enterprise and capital.



BRITISH COLUMBIA.

GEOGRAPHICAL POSITION.

VANCOUVER ISLAND AND THE ISLANDS ADJOINING.

British Columbia is that portion of North America that lies between the 49th parallel of north latitude (the international boundary between Canada and the United States) and latitude 60° N. On the east it is bounded by the summit line of the Rocky Mountains and the meridian of 120° W, and on the west by the Pacific Ocean and the United States territory of Alaska, and it includes Vancouver Island, Queen Charlotte Islands, and all the others in the Straits of Georgia and on the coast north of it, as far as the 54th parallel of latitude, with the exception of the Island of San Juan and the small group lying between it and the United States, to which they belong.

VANCOUVER ISLAND.

Vancouver, which is the largest island on the west coast of America, is the oblong crest of a submerged range running north west and south east between the parallels of 48° 20' and 51°, in latitude from 123° W to 128°, and therefore nearly in a parallel line with the Rocky Mountains and other ranges of the mainland, from which it is separated by the Straits of Georgia, varying from 5 to 20 miles in width. It is about 300 miles long, with an average breadth of about fifty miles, and contains an estimated area of from 12,000 to 20,000 square miles. The coast line, more particularly on the west side, is broken by numerous inlets of the sea, some of which run up into the interior of the island for many miles, between precipitous cliffs, backed by high and rugged mountains, which are clothed in fir, hemlock and cedar. At some points are sheltered bays which receive small streams watering an open gladed country, having a growth of wild flowers and grasses, among which are found the white clover, sweet grass, cowslip, wild timothy and a profusion of berries. The two ends of Vancouver Island are, comparatively speaking, flat, but there are mountains in the interior ranging from 6,000 to 8,000 feet on the highest ridges. The interior of the island, still unsettled, and, practically speaking, little known at any distance from the sea coast, is largely interspersed with lakes and small streams, and with waterfalls affording water power, the present inutility of which arises from the fact of its all being at some distance from the coast. The surface is beautifully diversified by mountain precipice, hills and open prairies, and on the east coast the open country is frequently so interspersed with small copses and single trees, and its soil so good, that great encouragement is offered to agricultural settlement.

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In other parts the soil is light and of little depth, but it is heavily wooded. It is attractive in appearance everywhere; there is either the rugged mountains, the wildness that gives picturesqueness, with undisturbed lakes lying in these mountain valleys, or there is the park-like appearance of the openings, in many places margined by the sea and in perfect view of the mountains that back the Straits of Georgia on the opposite side. The greater part of these arable tracts is found in the south-eastern portion of the Island, in the strip of land lying between the mountains and the eastern coast. At the extreme north there is also some arable land, and a little on the west. In the inland lakes, and in the indentations of the coast, there is a plentiful supply of fish, and a fair variety of game on shore.

There are many harbors on both sides of the island in which large ships can find anchorage, and very many more available to smaller coasting vessels. The eastern coast has been well surveyed by British surveying vessels, and the soundings accurately marked. The principal harbour is that at "Esquimalt," which has long been the rendezvous of the English squadron when in the North Pacific. It is situated at the south end of the Island, on the eastern side, and can be approached in foggy weather by means of soundings, which are marked on the admiralty charts, for a considerable distance seawards from the entrance to the harbour; an advantage possessed by very few anchorages, and with the exception of Burrard inlet, at the terminus of the Canadian Pacific Railway, by no other large harbour on that coast.

ESQUIMALT.

Esquimalt harbour is about three miles long, and something under two miles broad in the widest part; it has an average depth of 6 to 8 fathoms and affords excellent holding ground, the bottom being a tenacious blue clay. The Canadian Government is now (1886) building a dry-dock at Esquimalt, intended to accommodate vessels of large size. Its length is 450 feet, depth 26 feet, and 90 feet wide at the entrance. It is being built of concrete, faced with sandstone, and will take two or three years in construction.

There is a small town at the northern corner of the harbour bearing the same name, Esquimalt. The nucleus of it are some British Government buildings, consisting of a naval hospital, an arsenal and other dockyard buildings. In the immediate vicinity of these the town has arisen. There are two churches, a public school, two hotels or inns, and a number of residences and business buildings. In the territorial division of Esquimalt there are several farming settlements and one or two manufactories, including a boot and shoe manufactory and a sawmill. Esquimalt will eventually be the terminus of the island railway which is in course of construction from Nanaimo to Victoria, but at present Victoria, the capital, being only three and a half miles from Esquimalt by land, and connected with it by an excellent macadamized road, the principal business is done at the larger place.

VICTORIA.

Victoria, the Capital of the Province of British Columbia, and the chief city on the island of Vancouver, has grown to its present size from its original

commencement as Fort Victoria, a stockaded post of the Hudson's Bay company. It is beautifully situated on a small arm of the sea, commands a view of the Straits of Georgia, the snow-capped peak of Mount Baker, and the mountains of the mainland, and though probably not destined to be a very large city for some years to come, will always be attractive to visitors from its salubrious position, the natural beauty of its surroundings, and the charms of its neighbourhood. It is already regarded as a delightful holiday visiting spot by the residents of other places on the British Columbian and United States coasts and with the completion of the island railway it will be brought within easy reach of many places, which, while serving to increase the volume of its trade, will supply localities of a very inviting description for country residences and subsidiary villages.

The city's age may properly date from 1858. Before that time it was merely the H. B. Coy's post, with a few surrounding dwellings mainly belonging to the company's employees. But the discovery of gold on the mainland brought a rush of miners from the south, and at one time, during the winter of 1858, as these men returned from the mountains on their way to California, 30,000 men were camped round the Fort. Thus the city began with wooden shanties, canvas stores and a population that arrived and departed by thousands. The population when the last census was taken, 1881, was 7,000. The Government state that it is now 11,000.

For its size it has a very motley collection of inhabitants. The principal residents, and the majority of the inhabitants are from Great Britain, but there are now a great number of Canadians besides Americans, Indians, Chinese, and that variety of nationalities in seafaring men that appertains to a seaport. The city is well built, the main thoroughfares being rectangular, and though there are still many wooden houses there are many solidly built structures in stone and brick. The two principal streets, Government street and Yates street, contain handsomely fitted shops, at which anything and everything may be obtained, from a miner's pick, to a lady's ball dress straight from London or Paris. And everything at fairly reasonable prices. The residences are mainly villas and semi-detached villas, in many cases with surrounding gardens, in which, even throughout the winter, flowers bloom luxuriantly. There are a great number of hotels, inns, and boarding houses, so that accommodation for strangers is easily obtained.

Some indication of a city's business and prosperity may be derived from the number of Banking houses, Insurance offices and professional men within its limits. Victoria supports three banks, and the Dominion Government Savings Bank, six Insurance agencies, eight physicians and surgeons, and although it would at first sight appear to be a city of much brotherly love, seeing that there is only one solicitor and one attorney mentioned in its directory, there are ten gentlemen of the law who style themselves "barristers and notaries public," who are equally dangerous to evil doers and others, as the solicitor and the attorney. Victoria has a handsome theatre and one of the most complete clubs in the Dominion. There is a little disproportion in some callings. For

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at the time it was only belonging to the mainland brought in the year of 1858, as there are 30,000 men in the shanties, and thousands. The Government

The principal industry is the Chinese, and the city is a seaport. The houses are in stone and Yates street, and nothing may be seen from London or the city are mainly gardens, in the city. There are a number of accommodations for

derived from the Government surgeons, and the city is a place of love, seeing the city, there are notaries and a solicitor and a complete hospital. For

instance, there are ten breweries and wholesale liquor establishments and forty-five retail bars, besides twenty-two groceries where liquor can be sold, but there are only two book stores. This plentitude of liquor however speaks well for the climate, for in spite of these establishments and of four stores specially devoted to the sale of firearms, there are only two undertakers. It takes twelve bakeries to supply the city with its daily bread, and four butchers to supplement their efforts. Cigars have one manufactory to themselves, and cigarettes another, and six stores are exclusively devoted to their sale, with the auxiliary distribution of the hotels and saloons. The women are cared for by two wholesale dry-goods houses, nine retail stores and eight dressmakers, and to meet seasons of difficulty there is one pawnbroker. There is a telephone company, four brass-band associations, and a lunatic asylum. Three daily newspapers are published in the city, besides which there are other printing establishments, a mechanics' institute with a free library, a theatre and a number of churches of all denominations.

Victoria has a public school, a high school for the more advanced scholars, from which teachers for the Province are graduated, and several private seminaries. The sisterhood of St. Ann have an institution for the education of girls, and in addition to these educational establishments it is in contemplation to establish a college in connection with the Anglican church. The Provincial Government buildings are on the north side of James' Bay, a small arm of the harbour which is crossed by a substantial bridge, and in the immediate vicinity is Government House, occupying a very pretty and commanding site overlooking the straits. Near this is the park at Beacon Hill, where the races, cricket matches and other sports are held, and in the neighbourhood of which are some of the principal residences. The city has a good water supply brought from a lake about seven miles distant. It has an efficient fire brigade, a telegraphic service, and by means of a submarine cable connecting with the mainland, has communication with the continental world. Its mail service, by tri-monthly steamer with San Francisco, and *via* Portland several times a week, has been fairly good, but will now become more perfect and regular by way of the Canadian Pacific Railway.

Victoria reveals the nationality to which its people belong in more than one way. There are all the National and Benevolent "Societies" usually found where Britons congregate, and there are evidences of its being an old country colony in the customs and idiosyncracies of its society. The people are hospitable, and their doors open readily to those accredited to them by their friends, or to those whom they believe deserving of their confidence.

From what has been here said it will be seen that Victoria, though a small city, has all the conveniences of a larger one. It possesses attractions of its own that are rarely met with in towns, so much so that it has acquired a reputation as a place in which strangers may spend a holiday with pleasure and reasonable economy, and in consequence it is visited by people from many parts of the North Pacific coast.

Stretching away from the city for some miles is the district of Victoria, which supports a scattered farming population, and from which the town draws

a portion of its supplies, but in comparison with some other districts on the line of the Canadian Pacific, Vancouver can not be considered a farming country. Near Victoria the eye is charmed rather by the picturesque beauty of the coast line than by the crops or cattle, although those that are to be seen are excellent of their kind. It is, however, a fruit country, and will in the future send large quantities eastward by the Canadian Pacific Railway. It is the garden of the Dominion, to which nature has added those wilder surroundings that a cultivated taste usually demands from artificial resources.

NANAIMO.

Seventy miles north of Victoria, on the east coast of Vancouver Island, is the town of Nanaimo. It is built on rising ground overlooking a fine harbour, which is connected by a deep channel with another harbour called Departure Bay, capable of taking the largest vessels. Nanaimo ranks next to Victoria in importance, but it is mainly dependent on the coaling interest and the business arising from the ships in harbour loading or waiting to load. There are two companies, the Vancouver Coal Mining and Coke Co., and the Wellington Co'y, working a number of coal mines in the neighbourhood, the coal from which is shipped either at Nanaimo or in Departure Bay, a few miles farther north. The coal is the best kind of bituminous coal found upon the coast and is very largely shipped to San Francisco, and also to the Sandwich Islands and China. It is of course the coaling station of the British squadron in the Pacific. San Francisco is the principal market.

Within the past few years the coal trade from British Columbia to California has assumed large proportions. In the twelve years, ending with 1873, the exports were 150,000 tons, or 12,500 tons per annum. In the last ten years these exports have been 1,280,000 tons, or 107,000 tons per annum. In the last five years they have averaged 153,000 tons per annum, or as much in one year as was received at San Francisco in the first twelve years of the above period. The present indications point to a large increase of the coal trade of the province.

In quality, the Vancouver Island bituminous coals are found to be superior, for all practical purposes, to any coals on the Pacific coast. Nature has given this advantage, exclusively, to Canada on the Pacific seaboard. These coals are in large demand in the San Francisco market, notwithstanding the high adverse tariff. They rank there with the West Hartley coals. On an average, nearly two-thirds of the sea-borne Pacific coast coal, received annually at San Francisco, are from Vancouver Island. A test by the War Department of the United States, in order to find the best steam-raising coal on the Pacific coast, showed that to produce a given quantity of steam, it took 1,800 lbs. of Vancouver coal to 2,400 lbs. of Seattle (Washington Territory) coal, 2,600 lbs. of Coos Bay (Oregon) coal, and 2,600 lbs. of Monte Diablo (California) coal. This proved that, as far as the Pacific coast is concerned, the coal of Vancouver Island has a marked superiority over all the others.

Nanaimo wharves, which are connected with the mines of the Vancouver Coal Mining Co'y narrow gauge railway, have a capacity of 1000 tons per day.

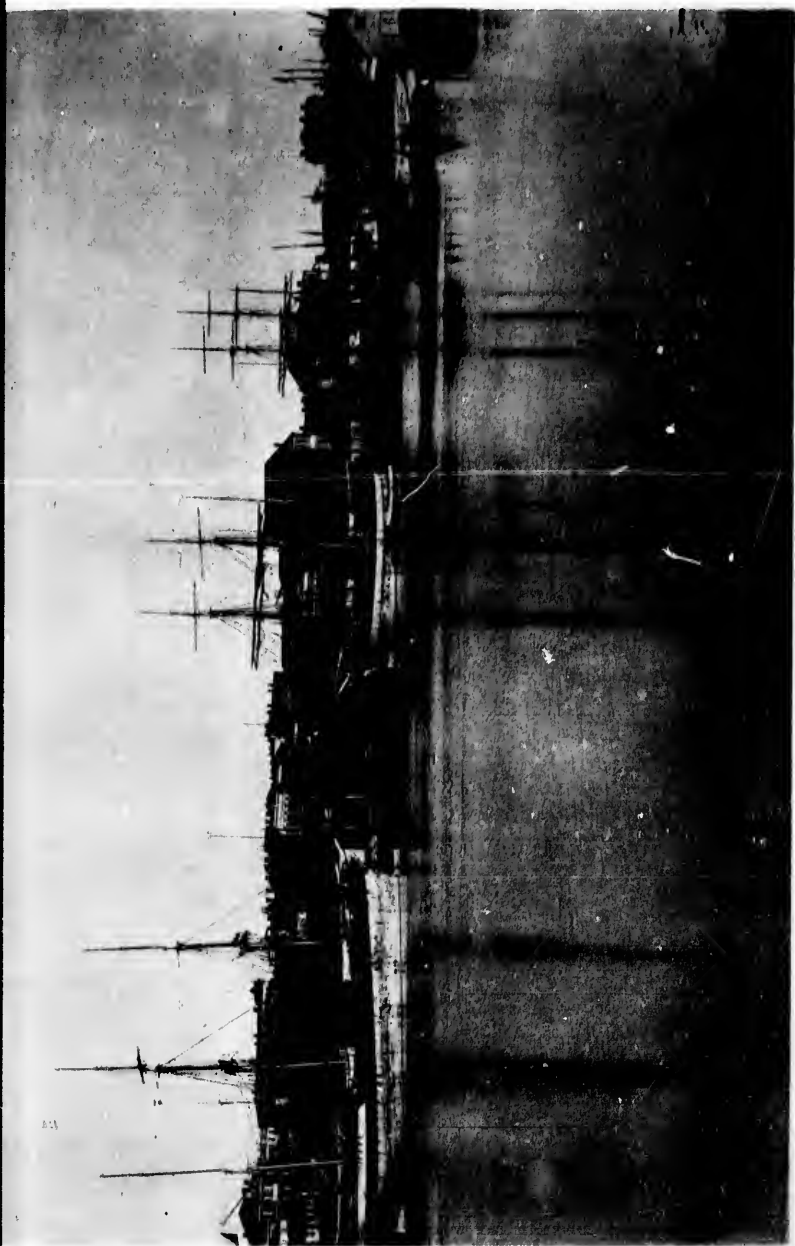
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The mine gives employment to about 800 men. The Wellington collieries, which are a few miles from Nanaimo, connect with the wharves in Departure Bay and employ nearly 1000 men. They can ship 1500 tons per day. A little farther north are other large deposits, and coal has been found at several places in the island. The discovery of coal at Nanaimo is attributed to the present proprietor of the Wellington mines, Mr. Dunsmuir, having stumbled over the root of a fallen tree which, on closer examination, he discovered had some lumps of coal sticking to it. It has proved a fortunate stumble, both to himself and the island.

It is to connect Nanaimo with Victoria that the island railway is being constructed, though it is projected to run north to a place called Discovery Pass. In its first sections it will pass through several agricultural districts, and will serve to develop other interests. It is not however easy to imagine that it can carry coal for ships, as its projectors hoped, since it must be cheaper for vessels to load at Nanaimo, but it may be found possible to supply the city of Victoria, and perhaps Esquimalt, as cheaply by rail as by water. The town, for its size, is well supplied with the requirements of a growing population. There are churches, schools, hotels and such industries as are adapted to the country. In this respect Nanaimo shows some enterprise. There is a tannery which looks forward to a speedy development into a manufactory of boots and shoes, a saw mill, a brewery, a ship-building yard that has built and launched several vessels, and weekly and semi-weekly newspapers. In the neighbourhood are a few farmers.

While on the subject of Nanaimo and its coal fields, it may be well to say that it has been determined that the rocks of the extensive coal areas on the east coast of Vancouver Island are of cretaceous, not tertiary, age. They extend from the vicinity of Cape Mudge to within 15 miles of Victoria, a length of about 130 miles. Rocks of the coal series also exist on the north-east and north-west coasts at the north end of the island, and there may be similar coal areas in the interior. Tertiary rocks, holding lignite, occur at Sooke and various places on the south-west coast.

These three places, Victoria, Nanaimo and Esquimalt, all on the south-eastern corner of Vancouver Island, are the principal centres. There are smaller communities on the island, mainly on the south corner, and at no great distances from the three principal places already spoken of. Such is Cowichan, a settlement on the east coast, about midway between Victoria and Nanaimo, where the quality of the soil permits farming to be carried on to some advantage. Saanich, another farming settlement at the extreme south-east. Maple Bay, Chemainus, Somenos, all in the neighbourhood of Cowichan; Comox, some 60 miles north of Nanaimo, in the vicinity of which are some of the principal logging camps; Sooke, a short distance south-west of Esquimalt, and a few scattered and sparsely inhabited spots. But they have been settled even to their present limited extent by very gradual degrees. Distance from Europe has told against them. Of immigration, as the word is used in other western parts, there has been none since the gold fever abated, and these out-

lying settlements have grown by the intermittent acquisitions of single families or solitary individuals. Vancouver was an island in the far off Pacific, and a railway through the mountains was an enthusiast's dream.

ROCKS OF THE ISLAND.

The lithological character of Vancouver Island may be described as follows: Amongst the metamorphic and erupted rocks are gneiss, killas or clay slate, permeated by quartz veins, quartz and hornblende rocks, compact bituminous slates, serpentine, highly crystalline felspathic traps and semi-crystalline concretionary limestone. Amongst the sedimentary rocks are sandstones and stratified limestones, fine and coarse grits, conglomerates and fossiliferous limestones, shales, &c., associated with the seams of coal. The country is strewn with erratic boulders and other marks of the glacial period, granites and trappean rocks of every kind; mica schists with garnets, breccias and conglomerates are to be met with. Some of these afford good building material, the grey granite equalling in beauty and closeness of crystalline texture the Scotch and English granites.

THE SOIL OF VANCOUVER ISLAND.

The soil of Vancouver Island varies considerably. In some parts are deposits of clay, sand and gravel, sometimes partially mixed, and frequently with a thick topsoil of vegetable mould of varying depth. The soil is evidently of marine origin, as it holds sea shells in quantities at depths from six inches to a foot. At other places towards the north of the island on the eastern shore are some rich loams, due to the decomposition of the limestone rocks, and these are immediately available for cultivation. The soil where it is mainly gravel, being quickly drained, produces little but coarse grass and large timber. The mixed soil with proper treatment bears heavy crops of wheat; the sand and gravelly loams do well for oats, rye, barley, buckwheat, roots, &c., and where the soil is a deep loamy one, fruit grows well. The following average of the yield of a properly cultivated farm in the Comox district is given by a member of the Canadian Geological Survey. This is from the best land in Comox, but there are other parts of the island not much inferior:

Wheat,	from 30 to 45	Bushels per Acre.
Barley,	" 40 to 45	" "
Oats,	" 50 to 60	" "
Peas,	" 40 to 45	" "
Potatoes,	" 150 to 200	" "
Turnips,	" 20 to 25	Tons "

In the midst of districts where good soils are found, rocky hills are sometimes interspersed, having little soil upon them, but affording a pasturage for sheep and cattle in summer. It is on the east coast that the arable land is found; there is little on the west, or in the interior, though when, in the course of time, the inland marshes are drained, the land now covered with water will become available.

TIMBER.

The timber of Vancouver is one of its richest products. Throughout the island the celebrated "Douglas Fir" is found, and a variety of coniferous trees, of which more precise mention will be made in speaking of the mainland, grow on all parts of the island. It is impossible to travel on the island without marvelling at its forest growth, and sometimes stopping to wish that there had been less of it. This exuberance is not confined to the mammoth fir trees, or the enormous cedars; trees of many of the deciduous varieties abound, so that either for lumber and square timber, or for the settlers' immediate requirements, for the use of cities, and as arboreous adornments to the homes that will now be sought by immigrants from Europe and elsewhere, who prefer the mild climate of the Pacific to the more bracing atmosphere of the mountain regions, the forests of Vancouver Island have a value that every year will become more apparent.

CLIMATE OF VANCOUVER ISLAND.

The foregoing remarks have been made on subjects peculiar to Vancouver Island; questions of trade, products of the province, and matters generally appertaining to all parts, including the mainland, will presently be spoken of. Concerning Vancouver Island, therefore, it only remains to say that in the important matter of climate its inhabitants believe, and with some reason, that they enjoy peculiar advantages. They have a mild and even winter, with rain; the annual rainfall is estimated at 45 inches; and occasionally snow; an early spring; a dry, warm summer, and a clear, bright and enjoyable autumn. Sometimes the frost is sufficiently hard to permit of skating, but this is exceptional. As a rule flowers bloom in the gardens of Victoria throughout the year. It is spoken of as England without its east winds; in reality it is Torquay in the Pacific. Fruits of all kinds indigenous of the temperate climates ripen in the open air, and amongst them, some that are in England brought to perfection only under glass. Thunder storms seldom break over Vancouver. They can be heard in the distance but are rarely experienced. It is this climate, combined with the situation of Victoria, that makes that city such a pleasing contrast to those who visit its shores from the hot valleys of California.

The adjoining seas, partially sheltered by islands, would seem to have been intended for yachting; the island itself allures tourists and idlers to wander about its woods and bays, for every mile brings some change of scene, and the summer and autumn days are without suspicion of storms, whether electrical or of dust. But this condition of things which bids fair to beget as an expression, "the glorious climate of Vancouver," applies more particularly to the coast and to the southern and central portion of it. The island is washed by the Pacific, and the littoral, therefore, is not an exact criterion of the mountainous interior, where the temperature is varied by local agencies.

MARKETS AND PRICES.

In a country where the large majority are consumers, prices must necessarily be high. What, with the city of Victoria, the shipping demands, both there, at Esquimalt and Nanaimo, and the steady consumption of the mines, the propor-

tion of farms has been small, and their produce in great demand. There is room for many more. So too, agricultural implements having hitherto been brought from the United States, and duty paid upon them, have been higher in price than the same things in the eastern parts of Canada, or even in the prairie provinces. For instance, in the autumn of last year the following prices ruled in Victoria:

Threshing Machines,	\$450 @ \$850
Reapers	145
Mowers	90 @ 100
Self-binders,	275 @ 320
Ploughs,	20 @ 40
Harrows,	20 @ 35
Waggons, complete, with box and seat,	110 @ 140
Do. with brake,	125 @ 140
Do. running gear only,	70 @ 100
Harness,	30 and upward

These prices, however, will now be largely reduced, owing to the completion of the railway.

WHOLESALE PRICES CURRENT.

FARM PRODUCE (VICTORIA).

	August 25th, 1885.
Wheat, $\frac{1}{2}$ cwt. (100 lbs.)	\$ 1 50 @ \$ 1 62 $\frac{1}{2}$.
Oats, do.	1 50
Barley, rough, $\frac{1}{2}$ cwt.,	1 37 $\frac{1}{2}$
Peas, do.	2 00
Hay, $\frac{1}{2}$ ton,	11 00 @ 14 00
Timothy Seed, do	14 00 @ 16 00
Potatoes, do.	1 00
Butter, $\frac{1}{2}$ lb.,	28 @ 30
Cheese, Provincial, $\frac{1}{2}$ lb.,	16
Eggs, fresh Island, $\frac{1}{2}$ doz.,	25 @ 37 $\frac{1}{2}$
Eggs, Oregon, do.	25
Beef, dressed, $\frac{1}{2}$ cwt.,	7 00
Beef, on foot, do. gross.	4 25
Sheep, " do.	3 50 @ 5 50
Mutton, dressed do.	12 50
Lambs, each,	3 00 @ 4 00
Pigs, dressed, $\frac{1}{2}$ cwt.,	9 00 @ 10 00
Pigs, on foot, do.	6 50 @ 7 50
Veal, do. do.	7 00 @ 8 00
Hides, green, do.	6 00 @ 8 00
Hides, dry. do.	11 00 @ 15 00
Chickens, $\frac{1}{2}$ dozen,	5 00 @ 7 50
Ducks, wild, $\frac{1}{2}$ dozen,	5 00 @ 6 00

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Ducks, tame, do.	- - - - -	9 00 @ \$12 00
Turkeys, dressed, ½ lb.	- - - - -	30
Turkeys, live, do.	- - - - -	17 @ 20
Geese, each,	- - - - -	1 50 @ 3 00

The following prices show the cost of articles on the Victoria retail market.

BUTTER—Choice Island, 50 cents ½ lb. ; Island roll, 75 cents ; New Grass Cal., 87½ cents ½ roll ; White Clover, 50 cents.

CHEESE—Canadian, 30 cents ½ lb. ; Cala., 25 cents ; Eastern Cream, 30 cents ; B.C., 25 cents.

EGGS—Fresh Island, 37½ cents ½ doz. ; Puget Sound, 25 cents.

CORNMEAL—50 cents ½ sack of 10 lbs.

OATMEAL—62½ cents ½ sack of 10 lbs.

FLOUR—Extra, \$5.25 ½ brl. ; \$1.50 ½ sack ; Super., \$4.25 ½ brl.

WHEAT—2 cents ½ lb.

BEANS—Lima, 8 cents ½ lb. ; Small White and Bayou, 6 cents.

SPLIT PEAS—12½ cents ½ lb.

VEGETABLES—Potatoes, 2 cents ½ lb. ; Onions, 4 cents ½ lb. ; Celery, 50 cents ½ doz. ; Carrots, 1 cent ½ lb. ; Rhubarb, 12½ cents ½ lb. ; Cauliflower, 2 for 37½ cents ; Asparagus, 20 cents ½ lb. ; Turnips, 1½ cents ½ lb. ; Cucumbers, \$1.50 ½ doz. ; Cabbage, 12½ cents ½ lb.

HAMS—Home cured, 18 cents ½ lb. ; Chicago, 20 cents ; Oregon, 18 cents ; Shoulders, 18 cents.

BACON—Breakfast, 18 cents ½ lb.

LARD—20 cents ½ lb.

FISH—Cod, 6 cents ; Salmon, 5 cents ; Boneless Cod, 16 cents ; Soles, 8 cents ; Halibut, 8 cents ½ lb. ; Yarmouth Bloaters, 25 cents ½ doz. ; Salmon bellies, 3 for 30 cents ; Herring, 3 cents ; Flounder, 8 cents ; Smoked Oolachan and Salmon, 12½ cents ; Smelt, 8 cents ; Whiting, 7 cents ; Shrimp, 25 cents ; Salt Cod, 5 cents ½ lb. ; Crabs, 75 cents ½ doz. ; Smoked Herring, 12½ cents ; Salmon Trout, 8 cents ½ lb.

CANNED SALMON—1 lb. tins, ½ doz., \$2.

FRUIT—Lemons, 62½ cents ½ doz. ; Oranges (blood), \$1 ½ doz. ; Limes, 40 cents ½ doz. ; Apples, 4 cents ½ lb. ; Cranberries, 75 cents ½ gal. ; Bananas, 62½ cents per doz. ; Coconuts, 15 cents each.

CANDIED FRUITS—Lemon, 50 cents ½ lb. ; Mixed, 50 cents ½ lb.

CURRENTS—Zante, 15 @ 16 cents ½ lb.

RAISINS—English Layers, 33½ cents ½ lb. ; Cala., 25 cents ; Sultana, Valencia, and Eleme, 25 cents.

FIGS—New, 37½ @ 50 cents ½ lb.

MIXED SPICES—25 cents ½ tin.

STARCH—\$1 ½ 6 lb. box.

TEA AND COFFEE—Coffee, ground, 40 cents ½ lb. ; green, 16 @ 20 cents ½ lb. Tea, from 37½ cents to \$1.25 ½ lb.

SUGARS—Crushed or cube, 7 lb. for \$1 ; Granulated or No. 1, 9 lbs. for \$1 ; D. or No. 2, 8 lbs. for \$1.

NUTS—English Walnuts, 20 cents \forall lb.; Cocoanuts, 20 cents each; Almonds—Paper shell, $37\frac{1}{2}$ cents; Jordan, 75 cents; Brazil, 20 cents; Chestnuts, $37\frac{1}{2}$ cents.

ROLLED SPICED BEEF— $12\frac{1}{2}$ @ 15 cents \forall lb.; Ox tongues, 75 cents each; Smoked tongues, \$1 each.

BEEF—Choice cuts, $12\frac{1}{2}$ @ 15 cents \forall lb.; other cuts, 7 @ 10 cents; soup meat, 4 @ 6 cents.

MUTTON—Choice joints, $12\frac{1}{2}$ cents \forall lb.; stewing meat, 6 @ 10 cents.

PORK—10 @ 7 cents \forall lb.

VEAL—12 @ 15 \forall lb.

SUET—10 cents \forall lb.

SUCKING PIGS—\$2.50 @ \$3 each.

DUCKS—Tame, \$1.25 each.

CHICKENS—\$1 @ 75 cents each.

GEESE—Tame, 25 cents \forall lb.

COAL OIL—\$2 \forall tin; \forall case, \$3.75.

OYSTERS—75 cents \forall quart; canned, $37\frac{1}{2}$ cents \forall can.

HAY—\$12 @ \$15 \forall ton.

OATS— $1\frac{1}{4}$ cents \forall lb.

MIDDLINGS— $1\frac{1}{4}$ cents \forall lb.

BRAN—1 cent \forall lb.

KIPPERED SALMON— $12\frac{1}{2}$ cents \forall lb.

In this is encouragement to people to go in and raise the articles, for which there is so steady a demand.

WAGES.

The wages earned at Victoria and other parts of the island are, of course, governed by the demand for labour, and the amounts paid on the mainland, and these have of late been a little out of normal condition on account of the construction of the Canadian Pacific Railway. But although that gigantic employer of men has been finished in all its rougher work, it will still afford employment for many hands, and for some time yet the building of the Island railway will continue. The restrictive laws against Chinese immigration tend to sustain wages, and it is unlikely that they can for many years be reduced even to the level of those paid in the more eastern parts of Canada. The following figures give the rate of wages as ruling at the beginning of the present year:—

Collieries:—

Carpenters and blacksmiths \$2 50 to \$3 75 per day.

Labourers 1 50 to 2 00 “

Miners' earnings (contract work) 3 00 to 4 00 “

Fisheries:—

Fishermen 50 00 to 60 00 per mo.

Other industries:—

Stonecutters, stonemasons and bricklayers 4 00 to 5 00 per day.

Their labourers 1 75 to 2 00 “

Plasterers	- \$4 00 to \$4 50	per day.
Carpenters and joiners	2 50 to 3 00	"
Ship carpenters and caulkers	4 00 to 4 50	"
Cabinet-makers and upholsterers	3 00	"
Painters	3 50 to 4 00	"
Shoemakers	2 00 to 3 00	"
Tailors	2 50 to 3 00	"
Tailoresses	1 00 to 1 50	"
Bakers (with board and lodging)	65 00	per mo.
Butchers (cutters)	75 00 to 100 00	"
Slaughterers	75 00	"
Cigarmakers	2 50 to 4 00	per day.
Boys, as strippers, &c., from	2 00 to 5 00	per wk.
Printers	45 cents a 1000 ems.	
Waggon-makers	3 50 to 4 00	per day.
Tinsmiths, plumbers and gasfitters	3 50 to 4 00	"
Machinists, moulders, pattern and boiler-makers, and black-smiths	4 00 to 4 50	"
Lonshoremen	50 cents	an hour.
Wood-turners	3 00	per day.

It of course happens, occasionally, that certain kinds of skilled labour are in full supply, both on the railway works and in the general industries of the country.

An ordinary unskilled labourer, such as one would employ to dig or cut fire-wood, receives \$1.50 a day; if he can lay claim to skill enough to qualify him to attend to a garden or an orchard, he readily commands \$2 a day.

Farm servants, engaged by the month, are paid at wages from \$20 to \$40 per month, with board and lodging, according to the kind of work required of them, and the responsibility of their positions. A few Indians are employed in the seaboard districts, at \$15 to \$20 per month, with board and lodging, by farmers who understand their character. In the interior, Indians are largely employed as herders and for farm work. In the interior, the rate of wages has been a little higher than on the island.

EMPLOYMENT FOR WOMEN.

Women servants are well paid, in spite of the fact that much of the work that ordinarily falls to them is here done by Chinamen. Nurse girls receive \$10 to \$12 per month; general house servants \$20 a month with board, if they have some little knowledge of cooking and can wash. Chinawomen are not found in service, but a great many people employ Chinamen as cooks at \$15 to \$25 a month and board. They cook, cut fire-wood, light the fires and clean the boots.

As in all backwoods settlements, the earlier work is done by men exclusively, but, we are told, it is not good for man to be alone, and a pioneer soon finds that his new home is not complete without a wife. He leads but a comfortless life without, someone to share his anxieties and successes, and to relieve him of some portion of the ever increasing responsibility that grows

with the developing homestead. The consequence is that young women coming to the colony, and prepared to take their share of the duties of life as the wives of settlers in the back districts, do not long remain as servants or factory girls. They may at first miss some of the attractions of a city life, but in a very few years a settler and his wife, by industry and orderly living, acquire a position in their neighbourhood, and gather about them so much to occupy their time and give an interest to their home, that the more garish life, which may at first have been relinquished with regret, ceases to be delightful even in imagination, and as the years roll on positions of credit and responsibility come to them, sometimes unsought, that in the early days did not even present themselves in the day dreams of their idle moments.

THE ISLANDS OF THE STRAITS.

On the east side of Vancouver, in the Straits of Georgia, that is between the island and the mainland, are innumerable islands of smaller size. Generally they are wooded, and some of them have spots well fitted for agriculture. They are not much sought for by white men at present, as there is plenty of land in places nearer the settlements. Here and there, however, will be found the hut of a white man, who for one reason or another prefers an island to the mainland.

TAXADA.

In the vicinity of Vancouver is the island of Taxada, opposite the settlement at Comox, which, from its wealth of iron ore, is destined to be of considerable value. It is largely owned by speculators. The ore is in a mountainous mass that can be traced for miles, and it can be mined, smelted and shipped without difficulty. It is a coarse granular magnetite, containing a large percentage of iron, with only .003 per cent. of phosphorus. An American company owning a bog iron area near Port Townsend, in Puget Sound—a short distance south of British Columbia—have recently purchased a portion of the Taxada iron field, and at first mixed the Puget Sound ore with that of Taxada, to produce pig iron for the San Francisco market. This operation, however, was discontinued for want of a sufficient market, which will now be opened.

A little to the north of Taxada there is a small group of islands, and then the island of Vancouver and the mainland approach one another to within two or three miles. Here it was at one time intended to bring the Canadian Pacific Railway across by way of Bute Inlet on the mainland, and Valdéz Island to Vancouver, and down to Victoria with the terminus at Esquimalt, but the project was relinquished by the government, in whose hands the railway then was, and an inspection of Bute Inlet will satisfy most people that its abandonment was a wise proceeding.

THE QUEEN CHARLOTTE ISLANDS.

To the north of Vancouver Island, and close to the coast of the mainland, there is a succession of islands continuing to the extreme limits of British Columbia. Of these, the Queen Charlotte Islands are the largest and most important. These are a group of which there are three principal islands, Graham,

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Moresby and Provost islands, situated between 52° and 54° north longitude, and $131^{\circ} 25'$ and 134 west latitude. They are the home of the remnant of the Hydah Indians, numbering about 800 people, who live in villages scattered about the three islands, their principal place being at Massett and Skidegate, on Graham Island. They are expert canoemen and fishermen, and find occupation in extracting oil from the liver of the dog fish, which abound on that coast. Their usual way of doing this was by filling hollow logs with the fish livers and piling hot stones on them, but the oil thus obtained was dirty and sold for a low price. A company has started a few years ago called the Skidegate Oil Company, which, by introducing proper machinery for extracting the oil, obtains an excellent article, especially for lubricating. It manufactures about 40,000 gallons annually, and gives employment to the Indians during the summer months.

These islands are heavily wooded, but not with the larger kinds of fir. The interior is mountainous, and there are numerous small streams flowing into the bays. Some of these bays afford good anchorage. The soil of the island is not rich, and opinions differ as to the quantity of arable or grazing land in the interior, though there is probably a large quantity now in marsh and wood land. It is believed that there is gold on the islands, and in years past several attempts were made to find it; attempts that sometimes ended disastrously to the gold seekers.

The Hydah Indians, in those days, were physically the finest and the most warlike on the coast. All others lived in dread of them. They were numerous, brave, and as fond of war as all savages are that know themselves to be more powerful than their neighbours. Manning a fleet of their war canoes, each of which held forty or fifty men, they were accustomed to cross the open sea and unexpectedly descend upon any tribe that had incurred their anger or that offered inducements for plundering. On arriving in an inlet the waters were black with their canoes. An Indian village surprised by them was destroyed, only those inhabitants surviving that had escaped to the woods before the first assault. To resist them, some of the Indians of Vancouver Island lived within stockades, and even the colony at Victoria were not a little anxious when parties of the Hydahs paid them a visit. The result of these visits was ruinous to the Indians; the men acquired a taste for spirits, the women became degraded, and in time smallpox, a disease to which Indians are peculiarly susceptible, and other maladies, reduced their numbers with startling rapidity. They will probably soon be extinct.

THE MAINLAND OF BRITISH COLUMBIA.

If there were no Island of Vancouver, and no harbour at Esquimalt, British Columbia would still be one of the most important provinces of the Dominion, as well from a political as from a commercial point of view. With that island it is to a maritime nation invaluable, for the limits of British Columbian coal fields can only be guessed at, while enough coal has already been discovered on Vancouver Island to cover the uses of a century. The harbours of this province are unrivalled on the Pacific coast, taking number and capacity into calculation, and are so situated that the Straits of Georgia could, without difficulty, be made impassable at either end to hostile ships.

Their possession gives command of the North Pacific, and that in its turn goes far towards dominating the China Sea and the coasts of Japan. The commercial position of British Columbia is not less commanding. Besides its coaling facilities, it affords the shortest route between Europe and the East. It will soon be the highway to Australasia. Its principal seaport must attract not only a large portion of the China and Australian rapid transit trade, but must necessarily secure much of the commerce of the Pacific ocean. In itself it will be a large factor in the trade of the Dominion. Its timber is unequalled in quantity, quality or variety; its mines already discovered, and its great extent of unexplored country, of which all that is known is that its geological conditions speak of vast areas of rich mineral wealth; its waters containing the breeding places of marvellous quantities of most valuable fish, combine to give British Columbia a value that has been little understood, and indeed hardly imagined, except by those whose personal investigations had made them acquainted with its resources.

The author of "Greater Britain" says: "The position of the various stores of coal in the Pacific is of extreme importance as an index to the future distribution of power in that portion of the world; but it is not enough to know where coal is to be found, without looking also to the quantity, quality, cheapness of labour and facility of transport. In China and Borneo there are extensive coal fields, but they lie 'the wrong way' for trade; on the other hand, the California and Monte Diablo, San Diego and Monterey, coal lies well, but is of bad quality. Tasmania has good coal, but in no great quantity, and the beds nearest the coast are formed of inferior anthracite. The three countries of the Pacific which must for a time at least rise to manufacturing greatness, are Japan, Vancouver Island and New South Wales; but which of these will become wealthiest and most powerful depends mainly on the amount of coal which they respectively possess, so situated as to be cheaply raised. The dearth of labour under which Vancouver suffers will be removed by the opening of the Pacific Railroad; but for the present New South Wales has the cheapest labour, and upon her shores at Newcastle are abundant stores of coal of good quality for manufacturing purposes, although for sea use it burns 'dirtily' and too fast. . . . The future of the Pacific shores is inevitably brilliant, but it is not New Zealand, the centre of the water hemisphere, which will occupy the position that England has taken on the Atlantic, but some country such as Japan or Vancouver, jutting out into the ocean from Asia or from America, as England juts out from Europe."

The mainland of British Columbia is about 760 miles long and 500 broad, taking the extreme length and breadth of the parallelogram which it forms, and it contains a superficial area variously estimated from 230,000 to 350,000 square miles. Of this a large portion is comprised in the mountains which in four ranges traverse the greater length of the mainland of British Columbia.

The Rocky Mountains rise abruptly at their eastern base from the plain or prairie region of Central Canada, and present often to the east almost perpendicular walls of rock. They are composed not of a single upheaved ridge, but

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of a number of more or less nearly parallel ranges, which have a general direction a little west of north, and a breadth of over sixty miles. The rivers that flow into Hudson's Bay have their sources farther back among the several ranges of the Rockies as we proceed northward. Between the 51st and 52nd parallels the ranges not only become more diffuse, but decrease rapidly in height.

The surface of the country between the Rocky Mountains and the Pacific Ocean may be divided into two subordinate mountain districts, flanking on either side an irregular belt of high plateau country, which extends, with an average width of about 100 miles, up the interior of the province to about 55.30 N. L.; and is, in fact, a northerly continuation of the great basin of Utah and Nevada in the United States. On the eastern side of this high irregular plateau are masses of mountains that run generally parallel to the Rocky Mountains, and are not well distinguished from them. This is one of the mountain districts above-mentioned. The other is a mass of mountains on the western side of the plateau. These latter are commonly called the coast range of British Columbia—a range uplifted later than the Cascade Mountains of Oregon, and not of the same formation. The large Islands of Vancouver and Queen Charlotte, which shelter the mainland coast, are above-water portions of a still more westerly range of mountains now half submerged in the Pacific Ocean. The Cascade Mountains of Oregon, though described in some accounts of the province as running longitudinally through it, in fact merely enter the south-west angle of British Columbia and disappear on the east side of the Fraser, about 150 miles up that river. In the extreme north of the province, as above said of the Rocky Mountains, the mountains generally, except those of the coast range, diminish in height, and the surface has a gentle northerly and north-easterly slope.

The coast of British Columbia has been well described by the Earl of Dufferin, who, while Governor-General of Canada, visited the Pacific province in 1876, and in a speech at Victoria on his return from the north, said: "Such a spectacle as its coast line presents is not to be paralleled by any country in the world. Day after day for a whole week, in a vessel of nearly 2,000 tons, we threaded an interminable labyrinth of watery lanes and reaches that wound endlessly in and out of a network of islands, promontories, and peninsulas for thousands of miles, unruffled by the slightest swell from the adjoining ocean, and presenting at every turn an ever shifting combination of rock, verdure, forest, glacier, and snow-capped mountain of unrivalled grandeur and beauty. When it is remembered that this wonderful system of navigation, equally well adapted to the largest line of battle-ship and the frailest canoe, fringes the entire seaboard of your province and communicates at points, sometimes more than a hundred miles from the coast, with a multitude of valleys stretching eastward into the interior, while at the same time it is furnished with innumerable harbours on either hand, one is lost in admiration at the facilities for inter-communication which are thus provided for the future inhabitants of this wonderful region."

THE HARBOURS.

Of the many harbours in this general description of the coast, the principal are English Bay and Coal Harbour, at the entrance to Burrard Inlet a few miles north of the Fraser River. Vancouver, the terminus of the Canadian Pacific Railway, is situated between these harbours. Port Essington, at the mouth of the Skeena, promises to be much used for the northern gold field traffic, and Waddington Harbour, at the head of Bute Inlet, is said to be the natural outlet for a large tract of valuable country in the interior. For stress of weather there is a harbour anywhere on the coast, but there can be no stress of weather in the placid waters of the Straits of Georgia. But numerous as are the harbours along the coast their respective merits have all been duly weighed, and all have been discarded in favor of the harbours in Burrard inlet, which have been adopted by the railway. For the coast trade the others are all valuable, but tides, islands and other considerations affecting mariners, are against each of them for the ocean trade.

THE RIVERS.

Of the rivers of British Columbia the principal are the Fraser, the Columbia and the Peace. The Fraser is the great water course of the province. It rises in the northern part of the Rocky Mountains, runs for about 200 miles in two branches, in a westerly direction, and then in one stream runs due south for over 300 miles before turning to rush through the gorges of the coast range to the Straits of Georgia. On its way it receives the waters of a number of other streams; many of which would be rivers of some magnitude in other countries. Amongst these are the north and south branches of the Thompson, the Chilicoten, the Lilloet, the Nicola and numerous others, some of which are not yet named.

The Columbia is a large river rising in the southern part of the province, in the neighbourhood of the Rocky Mountains, near the Kootenay Lake. It runs due north beyond the 52nd degree of latitude, when it takes a sudden turn and runs due south into Washington territory. It is this loop made by the abrupt turn of the river that is known as the "great bend of the Columbia." The Kootenay waters fall into the returning branch of this loop.

The Peace river rises some distance north of the north bend of the Fraser, and flows eastwardly through the Rocky Mountains, draining the plains on the other side. It more properly belongs to the district east of the mountains that bears its name. In the far north are the Skeena river and the Stikkeen flowing into the Pacific, the latter being in the country of the latest gold mining operations.

The Fraser River is navigable for river boats to Yale, a small town 110 miles from the mouth; and larger vessels not drawing more than 18 feet, can ascend to New Westminster, situated about 15 miles from the mouth.

THE FRASER RIVER DISTRICT.

On either side of the river below New Westminster the country lying back from the river is good arable land. It is subject to occasional overflow, but this quickly subsides, and floods the land only for a short distance from the banks.

The whole soil is rich. Very large as 62 bushels yielded 3 some place Columbia. Those harbours, many already a distance. The districts, station to the great Thompson Railway. Thompson's stance up at which which the

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The whole of the lower Fraser country is much esteemed for farming. The soil is rich and strong, and heavy yields are obtained without much labour. Very large returns of wheat have been got from land in this district—as much as 62 bushels from a measured acre, 75 bushels of oats per acre, and hay that yielded $3\frac{1}{2}$ tons to the acre. Good prices are realized for all farm produce. In some places near the river the land requires dyking. This part of British Columbia is fairly well settled, but there is still ample room for new comers. Those having a little money to use, and desirous of obtaining a ready made farm, may find many to choose from. These settlements, many of which have already adopted municipal government, are not all on the Fraser; some are at a distance from it on other streams.

The climate, already described in speaking of Vancouver Island, applies to all districts west of the coast range of the mountains, and proves to be a great temptation to many who do not like the dry climate of California. The proximity of the great river and the Canadian Pacific Railway are additional attractions. The Thompson is navigable in parts; that is from a point on the Canadian Pacific Railway at Spences' Bridge, through Kamloops Lake to Clearwater on the North Thompson, and through the South Thompson, and Shuswap Lake, to some distance up the Spallumcheen river. The Columbia is navigable between the point at which the Canadian Pacific Railway crosses the western side of the loop which the river makes—and Colville, a town in the Washington Territory.

BURRARD INLET,

VANCOUVER, THE CANADIAN PACIFIC TERMINUS.

About two or three miles from the delta formed by the double outfall of the Fraser River, is Burrard Inlet, a land-locked sheet of water accessible at all times to vessels of all sizes; at the entrance to which are the harbours of Port Moody, Coal Harbour and English Bay. It is 75 miles from Victoria and 35 from Nanaimo on Vancouver Island. This, the most accessible and in several ways best anchorage on the mainland, is the one selected by the Canadian Pacific Railway at which to make their western terminus.

On a peninsula having Coal Harbour on the east and English Bay on the west, the new city of Vancouver will arise. Rising gently from the sea to an undulating plateau thickly wooded with evergreen giants of the coniferous tribe, and with the many tinted trees of deciduous growth, the site of the city of Vancouver is surrounded by a country that cannot become commonplace, never monotonous and of which the climate is milder and less varying than that of Devonshire and more pleasant than that of Delaware. Backed in the far distance by the Olympian range, sheltered from the north by the mountains of the coast, overlooked from the Southern sky by the glistening summit of Mount Baker, the Titan of the Cascades, the single spot of snow eternal on that coast, and sheltered from the ocean by the high lands of Vancouver island, it is protected on every side from nature's rougher moods, while enjoying a constant sea breeze and a view of the Straits of Georgia, whose tranquil waters bound the city on two sides. The location is admirably suited for its purpose. The inlet affords unlimited space for sea-going ships, the land falls

gradually to the sea, rendering drainage easy, and the situation permits indefinite expansion of the city in two directions. The commencement of the terminal city has already been made, and the Canadian Pacific Railway Company are about to make large expenditures there in connection with wharves, stations, workshops, and other adjuncts to their road. Business will rapidly spring up now that the terminus has been definitely located, and the railway opened. Building will be easy, for within the inlet there are already two saw-mills at work and timber in abundance; within a few miles are hills that may be quarried to an indefinite extent, and in the neighbourhood is clay with which excellent bricks are made.

Concerning the future of the City of Vancouver there can be no question. The superiority of Burrard Inlet as a port is very marked. The distance to, the Atlantic and to England is much less by Vancouver than by San Francisco as the following figures will show:—

	M
Vancouver to Montreal	2,905
Vancouver to New York via Brockville	3,162
Vancouver to Boston, via Montreal	3,222
Vancouver to Liverpool, via Montreal	5,713
San Francisco to New York	3,271
San Francisco to Boston	3,471
Yokohama, Japan, to Liverpool, via San Francisco	11,281
Yokohama, Japan, to Liverpool, via Vancouver	10,047
Adelaide, to Liverpool, via Vancouver	14,192
Adelaide, to Liverpool, via San Francisco	14,696
Melbourne, to Liverpool, via Vancouver	13,707
Melbourne, to Liverpool, via San Francisco	14,211
Liverpool, to Hong Kong, via Vancouver	11,649
“ “ via San Francisco	12,883
“ Shanghai, via San Francisco	12,483
“ “ via Vancouver	11,251
“ Yokohama, via San Francisco	11,281
“ “ via Vancouver	10,047

DISTANCES FROM VANCOUVER.

	Nautical Miles.
To Yokohama	4,334
“ Hiogo	4,680
“ Nagasaki	5,069
“ Shanghai	5,538
“ Hong Kong	5,936
“ Singapore	7,573
“ Calcutta	8,987
“ Colombo	9,032
“ Suez	12,433
“ London, via Suez Canal	15,735

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It is, therefore, a shorter distance, by one thousand two hundred and thirty-four miles, from Liverpool to Yokohama *via* Vancouver than by San Francisco. It is 504 miles shorter from Liverpool to Adelaide by Vancouver than by San Francisco, and one thousand two hundred and thirty-two miles shorter by the Canadian Pacific Railway and Vancouver to Shanghai than to that port by the Union Pacific and San Francisco. And so with the other ports of China, Australia and the eastern seas. Nor is this the only consideration. The more advantageous course for ships sailing from China or Japan to San Francisco is north of the apparent direct route, so much so that seven or eight hundred miles are saved by using Vancouver instead of San Francisco.

Lieut. Maury, a celebrated hydrographer, formerly of the United States Navy, says:—"The trade-winds place Vancouver Island on the way side of the "road from China and Japan to San Francisco so completely that a trading vessel under canvas to the latter place would take the same route as if she was "bound for Vancouver Island—so that all return cargoes would naturally come "there in order to save two or three weeks, besides risks and expenses." It must be understood that this advantage, equivalent to the distance between Vancouver Island and San Francisco, viz., about 700 miles, is independent of and in addition to the saving of direct distance. The advantage, too, that was described as attaching to Esquimalt, viz., the practicability of a fog bound vessel sounding her way into port from the open sea, is common to Burrard Inlet Harbours, but not to San Francisco.

The saving of time and distance is the peremptory demand of the age; the combined advantages of Vancouver necessitate its becoming the halfway house between Europe and the Antipodes.

It is not intended in this pamphlet to speak in detail of the vast and generally unknown interior of British Columbia; for the present it will be sufficient to deal with that portion of the province in the vicinity of the great rivers and the Canadian Pacific Railway, and such exceptional districts as may require mention.

ALONG THE LINE OF THE CANADIAN PACIFIC RAILWAY.

At Yale, a small town about 90 miles from the head of Burrard inlet, and at the entrance to the mountain gorges through which the Fraser river rushes as if it had torn a passage to reach the sea, a change in the characteristics of the country appears. From this point to the Gold Range, about 200 miles by rail, the rainfall is slight and uncertain. Agriculture is carried on by means of irrigation, a mode preferred by many as enabling the cultivator to regulate the growth of his crops, and certainly possessing advantages after the first slight outlay has been incurred.

Fifty-seven miles north of Yale, on the line of the railway, is Lytton, a small town, owing its existence to a now washed out gold bar in its vicinity. Here the Thompson flows into the Fraser, and from this valley a large district of arable and pastoral land begins. In fact over very considerable areas, far

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exceeding in the aggregate the arable areas of the coast region, the interior is, in parts, a farming country up to 2,500 or 3,000 feet, so far as the soil is concerned, and the soil has been proved to be as fertile as the best on the coast. Cultivation is however restricted, as a rule, to the valleys and terraces. The soils consist commonly of mixtures of clay and sand, varying with the character of the local formation, and of white silty deposits. They everywhere yield large crops of all the cereals, vegetables and roots, when favorably situated. The climate is much hotter in summer than the climate of the coast regions. Tomatoes, melons and cucumbers thrive in the open air in most parts. Very fine fruit can be grown. Now that access to the markets on the Eastern side of the mountains has been opened by the Canadian Pacific Railway, fruit growing will become one of the principal industries both in this and other parts of the province. There is an extensive and steadily increasing demand for those kinds of fruits that can be raised in great abundance in British Columbia.

As a grazing country this wide sweep of territory is unrivalled. Cattle and sheep that feed on bunch-grass, which is the pasturage of this region, produce the best beef and mutton on the continent. When eaten down close by over-grazing the grass dies out for a time, and its place is taken by a peculiar kind of sage which is excellent food though inferior to the bunch-grass. Taken from this pasturage cattle at first refuse to eat other fodder. In the districts where the heavier rainfall occurs, the bunch-grass is supplanted by red-top, blue-joint and other more familiar grasses. The bunch-grass country is equally valuable for horses; it affords them excellent pasturage during the winter, for though the outside may be frost killed the heart is sweet, and the animals are kept in good health. There is a steady demand for British Columbian horses in the settlements on the east side of the Rocky Mountains.

UP THE FRASER.

There are numerous small settlements in this district, particularly up the valley of the Fraser, on the Lillooet, and between the Fraser and Kamloops Lake. In summer a steamer runs on the Fraser from Soda Creek, 150 miles north of Lytton, to Quesnell, sixty miles farther up the river, the surrounding country, which is traversed by the government waggon road, producing heavy crops of grain and fruit. Beyond this is the Cariboo country, from which a great deal of gold has been taken. 1860 and the following few years a number of gold bearing creeks were discovered in the Cariboo district, great numbers of men flocked to the place, and very large quantities of gold were taken out, but the difficulties of transport were so serious that but little machinery could be taken in, and the work was mainly confined to placer mining. Rich veins exist, and with the use of proper machinery, which can now be taken into the country, large results will be obtained. Westward of the Fraser lies the Chilicoten country, where there are some fine rolling prairies of large extent, but they are at present out of the path of travel, and are not likely to invite much settlement while quantities of excellent land nearer the railway remain to be taken up.

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KAMLOOPS AND THE SOUTHERN DISTRICT.

About 40 miles north of Lytton the Canadian Pacific Railway turns due east to Kamloops, a thriving town situated on the South Thompson, a few miles above its junction with Kamloops Lake. Kamloops was originally a Hudsons Bay Company's post, and round this a prosperous little town has grown up. It is in a good grazing neighbourhood, and has been used by the H. B. Co. as a horse breeding district. The country round is well settled, a large number of farmers having established themselves in the neighbourhood of the lake, and on the banks of the Thompson, within the last two or three years. This district has many attractions, but in the lateral valleys, as yet mostly unoccupied, are tracts of land equally advantageous for farming. The lake is 25 miles long, and a steamer runs from Kamloops town to Savona's ferry at the other end. South of this is a hilly, well-timbered country, in which large numbers of cattle are raised. In parts it is well watered with lakes, marshes and small streams, and in the Okanagan and Spallumcheen valleys, the soil is a deep, clayey loam, producing good crops of cereals and roots without irrigation. The climate of this southern part of the province is healthy, with moderate winters and with plenty of timber for the use of settlers. A small steamer runs on the Spallumcheen river through the Shuswap lakes, lying between Kamloops and the mountains, and down the South Thompson to Kamloops.

There is room for many settlers in this southern area, and locations are plenty where good soil, excellent pasturage and an ample supply of timber are to be found. This comprises Pine, Spruce, Cedar, Hemlock, Balsam and other kinds. On the high lands that back the valleys forest succeeds forest, the trees of which attain the enormous growth for which this province is so famous. These places like many other desirable localities in British Columbia, have hitherto been reached only by the adventurous who, facing hardships and difficulties before which ordinary men shrink, have secured homesteads and founded settlements that are now within a day's journey from the line of railway. In the region that lies between the Shuswap Lakes and the coast range, there are two distinct climates, the dry and the humid; the one to the north of the Thompson and Fraser, and the other between the 49° and 50° parallel, each possessing its distinctive attraction to settlers. A short distance east of the Shuswap lakes the Canadian Pacific Railway enters the mountain passes of the Gold or Columbia range. This is another region of magnificent timber. From the foot of the mountains up to a great height the forest growth is remarkable for its luxuriance and the size of its trees. The Fir and Cedar attain dimensions far exceeding anything known in the east of America, and only equalled by those found on the west side of the coast range. Their value is enhanced by proximity to the prairies where there is an ever growing demand for this species of timber.

THE VALLEY OF THE COLUMBIA.

Passing east from Shuswap Lake along the line of the road, there is a sudden change of climate from the region where rain is seldom seen to that where it falls frequently through all seasons of the year, except in the depth of winter, when at times it becomes snow. This is in the gold range and in the valley of the

Columbia and its tributary streams, including Kootenay Lake and river. This south-east corner of the province is remarkable for its pasturage lands. It is a hilly country with rich grass lands and good soil. There is a great deal of prairie land, and about an equal quantity of forest in which Pine, Cypress and Cedar grow luxuriantly, as well as Birch and other deciduous trees. An excellent tract of farming country is a belt along the Kootenay river, varying from two to ten miles in width. Here the soil is light and bunch-grass grows. There is a series of lakes near the river where the valley, which is about fifteen miles wide, has a heavy soil, producing grain and vegetables of the ordinary kind in abundance. Despite the falls that have to be passed, salmon from the Columbia make their way in great numbers into the Kootenay. The ordinary brook trout are plentiful in the mountain streams. The country produces some of the best timber in the province, and is a good district for large game.

Considerable placer mining has been done in the Kootenay district, and recently some rich quartz ledges have been discovered. Preparations are being made for working these and for further explorations. Steamers run on the Kootenay river and lake, and a company has been chartered to construct a railway to connect these with the Columbia river, and so with the Canadian Pacific Railway, which crosses that stream in two places, and with the towns in Washington Territory.

An English company is engaged in a scheme for widening the outlet of the Kootenay Lake, with a view to reclaiming about 40,000 acres of first-class alluvial land, on which they intend to form a colony of ex-officers and other selected persons. This colony will have many social charms, but is not necessary to wait for the reclamation of land to procure a location for such a settlement. This district is very attractive for various reasons. It is well timbered, yet a splendid grazing country; it has a sufficient rainfall, yet is out of the constant rainfall peculiar to the mountains further north; it is a good game country, produces cereals and roots in abundance, and is within easy reach of rail. Gold and silver have been found and mined in this southern as well as in the northern parts of the province, and within certain defined but very extensive areas, new discoveries may at any moment be made.

THE BIG BEND OF THE COLUMBIA.

Between the Gold Range and the Selkirk the west side of the Columbia river's great loop that extends north above the 52nd parallel of latitude, or two hundred miles from its rise. This bend drains a gold region that hitherto has been difficult of access, but which is to be further explored during the present season. The Columbia is reached from the west at what is generally known as the second crossing, and the railway then traverses the Selkirk range and again crosses the Columbia at Donald, about 80 miles from the western branch to the loop.

This "Big Bend" country is one of the distinct peculiarities of British Columbia. It is unsurpassed on the continent for its rugged grandeur, its wealth of timber, inestimably valuable to the great prairie region of the East, its scenery, and its minerals, to which clues have been found in many places

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and which will yield millions of money. It comprises in its reach the two great ranges, the Gold and the Selkirk, and on its eastern side the main chain of the Rocky Mountains. The highest peaks of these chains rise to about 16,000 feet, the lower plateaus and the valleys of the streams that rush from the mountains into the Columbia are filled with cedar of enormous size, fir, spruce and white pine, and along the streams are cottonwood, birch and aspen. Within sight of the railway, or at least within easy reach of it, is timber enough to supply the treeless portions of the Saskatchewan and Alberta plains with lumber for ages.

Gold has been successfully worked to the north of the Bend, and many routes into the mountains, hitherto practically inaccessible on account of the difficulty of transport, have been opened by the Canadian Pacific Railway. The Illecillewaet river, which comes roaring down from the Selkirks to the second crossing of the Columbia, has been explored and gold indications discovered there as also on the neighbouring Beaver Creek. This region is one of frequent rains, and snow in winter, resulting in a luxuriant growth of vegetation in the valleys and up the mountain sides.

It is, to the traveller, the grandest day's travel between Quebec and Vancouver; to the company building the road it has offered problems in engineering and construction that only fixed determination to succeed could have overcome. Difficulties that at times have brought 5,000 labourers to one place and entailed a fight with nature in which doubt, hesitation, or parsimony would have produced failure, have been met and successfully overcome. It was an appalling work to undertake, and the people who in the future may listlessly regard the two modest looking lines of steel that run along the sides of the hills, through the valleys and occasionally plunge into one side of a mountain to come out at the other, will not realize the cost in money and energy that has been necessary to place them there.

THE GOLD FIELDS OF BRITISH COLUMBIA.

It would be difficult to indicate any defined section of British Columbia in which gold has not been, or will not be, found. The first mines discovered were in the southern part of the Province, the next in the Cariboo district, which is the centre of British Columbia, and at the present time the richest diggings in work are the Cassiar mines in the far north. Before the close of the year new mines will have been opened elsewhere.

Gold has been found on the eastern side of the Rocky Mountains, the summits of which are the eastern limit of the Province; on Queen Charlotte islands, at the extreme west, and on every range of mountains that intervene between these two extreme points. Thus from Kootenay in the south to Cassiar in the north and from the plains of the Saskatchewan in the east to the last ridge of land on the west coast of America, the existence of the precious metals has been proved. Hitherto the work has been practically placer mining, a mere scratching of the surface, yet nearly fifty millions of dollars have been scraped out of the rivers and creeks. Bars have been washed out and abandoned, without sufficient effort being made to discover the quartz vein from which the streams received

their gold. Abandoned diggings have been visited after a lapse of years, and new discoveries made in the neighbourhood. To the inaccessibility of the country this superficial working has been due. The Government at great cost built a wagon road from Yale to Lillooet and Cariboo, but this proved to be only of moderate convenience. Along the path of the explorer no animals could pass; that which he required he carried on his back.

The railway now pierces the auriferous ranges; men and material can be carried into the heart of the mountains and with each succeeding season fresh gold deposits will be found, or the old ones traced to the quartz rock, and capital and adequate machinery be brought to bear upon them. There are hundreds of miles open to the poor prospector, and there are, or shortly will be, numerous openings for the capitalist. To the agricultural settler the existence of gold is of double significance. He is certain of a market for his produce, he is not debarred from mining a little on his own account, and he is never deprived of the hope that he will one day become the fortunate discoverer of a vein that may place him "beyond the dreams of avarice."

In giving evidence before a committee of the House of Commons, a member of the Government Geological Survey said,—“After having travelled over 1,000 miles through British Columbia, I can say with safety that there will yet be taken out of her mines wealth enough to build the Pacific railway.” This means many millions. Another gentleman in the same service said that, “it may soon take its place as second to no other country in North America,” which is even stronger language than the other.

In 1860, Antler Creek (on the Fraser) yielded at one time not less than \$10,000 per day. On one claim \$1,000 was obtained by a single day's work.

In 1862 a more scientific system of working was adopted; some companies were formed, shafts were sunk and professional mining engineers employed. The gold returns for 1870, for which year an official report was made, from the mines of Columbia, Yale, Siftonet, Lytton, Cariboo and Lillooet were \$1,333,745 in addition to large quantities of gold carried away by individual miners and purchasers of gold dust. Altogether from 1862 to 1871 gold to the value of \$16,650,036 was shipped from British Columbia by the Banks, and it is estimated that at least \$60,000 more was taken out by miners and others. For the year 1874 the export in gold from the Province was \$1,072,422.

Stickeen river, rising in the north-west of Alaska, has been worked successfully since 1875, and continues to yield well.

It must be clear that a Province from which over fifty million dollars have been taken mainly by scratching in the shallow places of the few rivers which were accessible in the former unopened state of the country, will in the altered condition of things yield very much larger amounts. The era of scientific mining in British Columbia is yet to come.

GOLD-BEARING ROCKS.

The Geologist already quoted, describes the formations containing the gold of British Columbia as follows: “In British Columbia, a belt of rocks, probably corresponding to the gold rocks of California, has already been

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proved to be richly auriferous, and it may reasonably be expected that the discovery and working of rich metalliferous deposits of other kinds will follow. Promising indications of many are already known. With a general similarity of topographical features in the disturbed belt of the west coast, a great uniformity in the lithological character of the rocks is found to follow, so that while a comparatively short distance from south-west to north-east may show considerable lithological change, great distances may be traversed from south-east to north-west and little difference noted. In British Columbia, so far as geological explorations have yet gone, they have tended to show a general resemblance of the rocks to those of the typical sections of California and the Western States, and though metalliferous veins, individually, are very inconstant as compared with rock formations, belts characterized by metalliferous deposits, and dependent on the continuance of some set of beds, are apt to be very much more constant."

"The general distribution of alluvial gold over the Province may indicate that several different rock formations produce it in greater or less quantity, though it is only where 'coarse' or 'heavy' gold occurs that the original auriferous veins must be supposed to exist in the immediate vicinity of the deposit. Colours, as the finer particles of gold are called, travel far along the beds of the rapid rivers of this country before they are reduced by attrition to invisible shreds; and the northern and other systems of distribution of drift material have, no doubt, also assisted in spreading the fine gold. The gold formation proper, however, of the country, consists of a series of talcose and chloritic, blackish or greenish-grey slates or schists, which occasionally become micaceous, and generally show evidence of greater metamorphism than the gold-bearing slates of California. Their precise geological horizon is not yet determined."

Silver has been discovered in one or two places, and its further discovery will probably show that it follows the same rules as in Nevada and Colorado. The best known argentiferous locality is that about six miles from Hope, on the Fraser river. The lodes probably traverse an outlyer of the lower cretaceous formation, which caps the Cascade crystalline rocks of the region. They occur at an elevation of 5,000 feet.

Great iron deposits exist on Taxada island, off the east shore of Vancouver, and copper deposits have been found at several points on the coast of the mainland, Howe Sound, Jarvis Inlets, the Queen Charlotte islands, and other points. Mercury, Cinnabar and Platinum have been found in small quantities during the process of washing gold.

COAL ON THE MAINLAND.

Several seams of bituminous coal have been discovered on the mainland and some veins have been worked in the New Westminster and Nicola districts. Although indications of coal have been found in several parts, but little has been done towards development or further discovery. The large quantities on Vancouver Island of such excellent quality and so well situated for shipment have probably discouraged the search for coal in the interior. But very little doubt

exists as to the discovery and working of other beds in future years. The same formations exist on the mainland as on the island, and the New Westminster and Nicola coal-beds are probably small portions only of large areas. Nanaimo may ere long find a rival on the mainland.

Anthracite coal, comparing favourably with that of Pennsylvania, has been found in seams of six feet and three feet, in Queen Charlotte islands. Fragments of Anthracite have been picked up on several parts of Vancouver island, and this taken with the fact that the island except on its eastern coast is almost a *terra incognita*, would seem to indicate that in course of time the seams found in Queen Charlotte islands will be traced to Vancouver.

And attention to the significance of British Columbian coal discoveries cannot be drawn in a better manner than by quoting the remarks of Lord Dufferin on the subject. "When it is further remembered that inexhaustible supplies of iron are found in juxtaposition with your coal, no one can blame you for regarding the beautiful land in which you live as having been especially favoured by Providence in the distribution of its natural gifts."

THE FISHERIES OF THE WEST COAST.

An important part of the future trade of British Columbia will arise from the wealth of fish in the waters of her coasts. Of these the most valuable at present is the salmon. It is difficult to speak accurately of their appearance in the Fraser and Columbia rivers, and the smaller streams that flow into them without being suspected of exaggeration, and to quote the accounts given by travellers would make matters worse. During the season of 1885 the price paid at the canneries on the Fraser was three cents (d $1\frac{1}{2}$) per fish, and for some short time, only a halfpenny was given for each salmon. They must therefore have been fairly numerous. The Delta cannery put up 6,600 cases in six days; each case containing 48 tins of 1 lb. each. Another firm packed 5,000 cases or nearly a million and a quarter lbs. of salmon. In 1876 there were three canneries in British Columbia; there are now thirteen.

The greater number are on the Fraser river but there are some in the far north. The salmon make their way for great distances up the rivers. The salmon of the Columbia fill the streams of the Kootenay; those of the Fraser are found six hundred miles in the interior. There are several kinds of this fish, and they arrive from the sea at different dates. The silver salmon begin to arrive in March, or early in April, and continue till the end of June. Their weight is from four to twenty-five pounds, but they have been caught weighing over seventy. The second kind are caught from June to August, and are considered the finest. The average size is only five to six pounds. The third, coming in August, average seven pounds, and are an excellent fish. The humpback salmon comes every second year, lasting from August till winter, weighing from six to fourteen pounds. The hookbill arrives in September and remains till winter, its weight ranges from twelve to forty-five pounds.

The Government of Canada have taken some pains to acquire accurate information concerning these fisheries, and a statement published by them gives the names of several other classes of fish. Amongst these is the oolachan, a

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valuable delicate fish, about seven or eight inches long, which comes to the shore in spring. It enters Fraser river in May in great numbers. Farther north it is fatter. It is extremely oily and is caught by the natives in great numbers, who extract the oil and use it for food grease, as some tribes do whale oil. These fish are also dried and then burned for candles, being on that account known as "candle-fish." The oil has been bottled and exported to some extent, and is pronounced superior to cod-liver oil for medicinal purposes. This fish is most abundant in British Columbia. It comes in spring in great numbers to the Fraser.

The black cod, a superior food fish about which little has heretofore been known, abounds from Cape Flattery northwards. The fish is very fat and oily, some of the native tribes catching it for its oil in the place of oolachan. Some experiments in salting the black cod and sending it to eastern markets have been highly successful.

Cod banks, yielding fish considered to be the same as the Eastern cod, are regularly fished by Americans off the coast of Alaska, and the same fish, probably, is in British Columbian waters. Halibut are abundant, of fine quality, and large size. They are found in the inner waters, on the banks off the west coast of Vancouver island, and on many banks farther to the north. Sturgeon, up to 1,000 lbs. in weight, are numerous in the Fraser and some of the larger rivers. The surf smelt is almost as numerous as the oolachan, and about the same size—an excellent table fish. The very common smaller smelt is prized at table, but the flesh is softer than that of the surf smelt and oolachan.

In 1878 a few shad were planted in the Sacramento river, and now this fine fish is occasionally caught in the waters of Puget Sound, British Columbia, and Alaska.

A fish closely resembling the common herring is very abundant. In the interior, besides the brook and lake trout, the whitefish, so justly esteemed in the Eastern Provinces, is found in the central and northern parts of British Columbia. Next, however, to the salmon the most valuable sea product is the fur seal—not found on the Atlantic coast—which has yielded nearly \$200,000 a year.

The native oysters of the province are small, but the large eastern oyster probably would thrive. The cultivation of the latter has already been undertaken in our waters on a considerable scale. The eastern lobster should be introduced. Its food is much the same as that of the crabs, which are numerous on the coasts of the province, and the lobster, like the oyster, would be of great value commercially.

The fisheries, however, have been worked only for the salmon and for them only in a very limited manner. There was no railway to take the cured salmon to the large cities of the East; men would not embark capital in fishing boats and nets to work the waters on the west coast of Vancouver while all that could be sold might be caught from canoes in the Fraser river. But those qualified to form an opinion think that in the deeper waters of the west coast there are banks where cod will be taken in quantities not

less than those of the Atlantic. What these fisheries may prove to be it is difficult to say; it may, however, be taken for granted that with the new and speedy way to market now open, such a field for the profitable use of capital will not be left idle. The country is too inviting as a place of residence to fail in attracting men who have the means and the energy to make their own fortunes. The combination of a few men each of small means secures that which in the older East is reserved for millionaires. There are scores of men in the fishing trade of England and Scotland who struggle year after year for an uncertain percentage, who, in British Columbia, would find competency in a few years' working, and hundreds who are no richer at the end of December than they were at the beginning of January, who would experience a very different condition of life on the coast of British Columbia.

This coast is peculiarly a land for Englishmen. The climate of Devonshire and Cornwall, without the excessive rains, is reproduced along the Straits of Georgia, and the west coast of Vancouver; the colder climate of Scotland is repeated from Queen Charlotte Sound to Alaska. These coasts afford wide fields for occupation and dispense reward with less niggard hand than in the older home where every loaf has many claimants. There is no rent to pay, no leave to ask to run a boat ashore. The land is his who occupies it. A man who in the British seas toils year in and year out for others may own his own home, his piece of land and his boat, by no man's favour.

The chief consumer of British Columbia's salmon is Great Britain, but how small does the quantity taken, some six million pounds per annum, appear to be when the vastness of the market and the demand for cheap food is remembered. With a properly organized system the waters of British Columbia could feed the large cities of England with food that the poorer classes never taste, and a good profit could be made in the business.

To the continent of Europe no British Columbian fish yet finds its way. The markets of Europe, which take such enormous quantities of American fish, remain untouched, and though competition with the eastern coasts in the coarser fish might not be possible, in salmon the case would be different.

THE FOREST TREES.

It will be gathered from what has been already said that British Columbia is rich in timber. In this respect there is no other province of Canada, no country in Europe and no state in North America, that compares with it. From the edge of the sea to the middle plateaus of the Rocky Mountains the country abounds in timber. There are prairies here and there, valleys free from wood, and many openings in the thickest country, which in the aggregate make many hundred thousand acres of land on which no clearing is required. But near each open spot is a luxuriant growth of wood. A settler may be lavish as he pleases; there is enough and to spare.

The finest growth is on the coast, and in the Gold and Selkirk ranges. Millions of millions of feet of lumber, locked up for centuries past in the heart of the mountains, have now become available for commerce. The Canadian Pacific Railway passes through a part of this, and crosses streams

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that will bring untold quantities to the mills and railway stations. The Government Department of Agriculture has published a catalogue and authoritative description of the trees of British Columbia, in which the several species are ranked as follows:—

Douglas Spruce (otherwise called "Douglas Fir," "Douglas Pine," and, commercially, "Oregon Pine"). A well known tree. It is straight, though coarse-grained, exceedingly tough, rigid, and bears great transverse strain. For lumber of all sizes, and planks, it is in great demand. Few woods equal it for frames, bridges, ties, and strong work generally, and for shipbuilding. Its length, straightness and strength especially fit it for masts and spars. Masts specially ordered have been shipped, 130 feet long and 42 inches in diameter, octagonally hewn. For butter and other boxes that require to be sweet and odourless, it is very useful. There is a large export of the Douglas spruce to Australia, South America, China, etc. Woodmen distinguish this species into two kinds—red and yellow—but these are not separated in manufacture or in scientific nomenclature. The one has a red, hard, knotty heart; the other is less hard, and with a feeble tinge of yellow—the latter is supposed to be somewhat less lasting, though both are very durable. The Douglas spruce grows best near the coast, close to the waters of the bays and inlets. There it frequently exceeds eight feet in diameter, at a considerable height, and reaches 200 to 250 feet in length, forming prodigious, dark forests. Abounds on mainland coast, as far north as about the north end of Vancouver Island; also in Vancouver Island, but not on Queen Charlotte Island. In the arid southern interior of the province, grows on the higher uplands, and here and there, in groves, on low lands, where the temperature, rainfall, etc., are suitable. Occurs abundantly on the Columbia, and is scattered irregularly in northern portions of the interior.

The *Western Hemlock* occurs everywhere in the vicinity of coast, and up the Fraser and other rivers to the limit of abundant rainfall; reappears on the Selkirk and Gold ranges; on the coast (particularly Queen Charlotte Islands), reaches 200 feet in height. Yields a good wood; bark has been used in tanning. Is like the eastern hemlock, but larger.

Englemann's Spruce (very like "white spruce"), probably will be of much economic value,—tall, straight, often over three feet in diameter—wood good and durable. Is in the eastern part of province, and interior plateau (except dry southern portion), what the Douglas spruce is on coast. Forms dense forests in the mountains; believed to be the tree of the dense groves in upper Alpine valleys of Rocky Mountains near 49th parallel. Also borders nearly all the streams and swamps in northern interior, between about 2,500 and 3,500 feet in elevation.

Menzies' Spruce chiefly clings to coast—perhaps may exist in humid regions of Gold and Selkirk ranges—a very large tree, wood white and free—useful for general purposes, but not considered equal to Douglas spruce.

The Great Silver Fir, so far as known, is specially a coast tree, but may reappear in south-east of the province. It grows to a great size, but the wood of the coast growth is said to be soft and liable to decay rapidly

Balsam Spruce appears to take the place of the last-named in the region east of coast range, except in dry southern interior. Abounds on Gold and Selkirk ranges and east of McLeod's Lake. Occurs in scattered groves in northern portion of interior plateau. Often exceeds two feet in diameter; has been used for mining and ordinary local purposes.

Williamson's Alpine Hemlock and scattered trees of the *Abies Amabilis* need not be mentioned, as probably they are too scarce and grow too high up to be of use.

Among the pines may be mentioned the familiar tree of the elevated dry region of the mainland (where the Douglas spruce seldom occurs on the low lands.) This is known locally as "red pine," "yellow pine," or "pitch pine," and is generally considered to be a variety of the heavy yellow pine (*Pinus Ponderosa*) of California and Oregon. It grows in open groves in the valleys, almost to the exclusion of other trees, and on the slopes up to about 3,000 feet, where it is replaced by the Douglas spruce and Western Scrub pine. A very handsome tree; half the shaft branchless; bark reddish brown; seldom exceeds four feet in diameter. Is sawn into lumber, and used for building and general purposes, locally. The lumber looks well, but is not equal to Douglas spruce lumber, being more brittle and less durable when exposed to the weather.

The *White Pine* ("Mountain Pine"), though loving elevations, and occurring, so far as known, rather in groves than forests, probably will become an article of export. The wood resembles that of the eastern white pine, and may be used for the same purposes. It is found in the Columbia region—the best trees being high up—also on the Gold range and about Shuswap and Adams lakes, and scattered in all portions of the southern portion of the Coast range where there is sufficient rainfall; also in the interior of Vancouver Island, but not, so far as known, in Queen Charlotte Island. On the coast, the white pine reaches 60 to 80 feet, and a diameter of 2 to 3 feet. It is said to be larger on the Columbia.

The *Black Pine* ("Bull" or "Western Scrub" Pine) occurs everywhere in the province, at varying heights, according to the local climate, but covers great areas in the northern part of the interior. There are a "coast" variety and an "interior" variety. The interior variety, which often forms dense groves, reaches 60 or even 100 feet in height, but seldom exceeds a diameter of two feet. The wood is white and fairly durable. The coast variety is much less valuable.

The *White-barked Pine*, so far as observed, grows in inaccessible situations, and is small.

The *Western Cedar* ("Giant Cedar," or "Red Cedar"), is a valuable forest tree. The wood is of a yellowish or reddish colour, and very durable; splits easily into plank; has been used chiefly for shingles and rails. Abounds in the Columbia river region; on slopes of Selkirk and Gold ranges; at north-eastern part of Shuswap lake, and portion of North Thompson valley; unknown in dry interior plateau; reappears abundantly along the coast and lower parts of rivers of Coast range. Occurs sparingly in northern interior. On coast, is

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often found 100 to 150 feet high and 15 feet thick, but the largest trees are generally hollow.

Yellow Cypress (commonly known as "Yellow Cedar"). A strong, free, fine-grained wood; pale golden yellow tint; slight resinous smell; very durable; has been used in boat-building and for ornamental purposes; often exceeds 6 feet in diameter. Occurs chiefly on coast. Generally a few hundred feet above sea level on southern part of coast; farther north, descends. Occurs on mainland coast, also in interior of Vancouver island, and abounds on west coast of Queen Charlotte islands.

Western Larch (sometimes called "Tamarac"), occurs in Rocky Mountains and valleys of Selkirk and Gold ranges where there is sufficient rainfall. Stretches westward nearly to head of Okanagan lake. Not found on coast. A large tree, yielding a strong, coarse, durable wood, probably good for ties, in absence of Douglas spruce. There is another species of larch, in the south-east of the province, of which little is known.

The *Maple*, a valuable hardwood, sometimes well adapted for cabinet-making. Found on Vancouver and adjacent islands, also sparingly on mainland coast up to 55°, and on Queen Charlotte islands. Occasionally attains a diameter of 4 feet. The *Vine Maple*, seldom over a foot thick, yielding a very tough, strong, white wood, suitable for helms, seems to be strictly confined to coast, and does not go far north. The *Yew* is found in Vancouver island and on opposite mainland shores. It goes up the Fraser above Yale. Few, if any, in Queen Charlotte islands. Very tough, hard wood, of a beautiful rose colour. *Crab Apple* occurs along all the coasts as a small tree or shrub. Wood very hard, but liable to check; takes a good polish and withstands great wear in mill machinery. *Alder* is found two feet thick on the Lower Fraser, and occurs as a small tree along the whole coasts. A good furniture wood; easily worked and takes a good polish. There are two birches—the *Western Birch* and the *Paper* or *Canoe Birch*, but their range and value are not much known. Both occur in a number of localities. The "Western Birch" is a small tree, found in the Columbia region, and belongs generally to the dry interior flora. The "Canoe Birch" is found sparingly in Vancouver island and on the Lower Fraser, but is common, and larger, on the Upper Fraser, and in the Peace river district. The only *Oak* in the province, so far as known (except a few trees above Yale), is on Vancouver island—chiefly the south-eastern portion of it—and sparingly at places along the east coast; a few at north end. Reaches a diameter of 3 feet, and a height of about 70 feet, and yields a hard wood, but not very tough, which has been used for building purposes and in making kegs. Many of the trees are scrubby. The *Dogwood*, on the mainland coast opposite Vancouver island and on Vancouver island, reaches the dimensions of a small tree. The wood is close-grained and hard. Another close-grained wood, heavy and resembling box, is furnished by the handsome evergreen *Arbutus*, which reaches 50 feet in height and about 20 inches in diameter, but occurs often as a shrub. It is found on Vancouver island and neighbouring islands, never far from the sea. Not found north of Seymour Narrows.

The *Aspen Poplar* abounds over the whole interior, and reaches a thickness of two feet. In the dry southern interior, occurs along borders of streams and on the higher plateaux. In the north, grows everywhere, preferring the most fertile soil.

There are, it is considered, three other varieties of poplars in the province, all of which are commonly included under the name of "cottonwood." They attain sometimes a diameter of 4 to 5 feet. The coast "Cottonwood" may not extend above Yale on the Fraser. It is the same wood that has been largely used in Puget Sound to make staves for sugar barrels required in San Francisco. The other kinds occur in the valleys throughout the interior of the Province.

The *Mountain Ash*, as a small tree or bush, has been noticed in the interior; and the *Juniper*, or "Red Cedar," commonly known as "Pencil Cedar," has been observed on the east coast of Vancouver island, and, in a tree form, with a diameter of about a foot, along the shores of Kamloops, Francois and other lakes in the interior.

The following list comprises a general summary of the trees and shrubs met with:—

Oak, red or swamp maple, elder, trailing arbutus, crab apple, hazel, red elder, willow, balsam, poplar, various species of pine, balsam fir, cedar, barberry, wild red cherry, wild blackberry, yellow plum, choke cherry, black and red raspberry, white raspberry, prickly purple raspberry, prickly gooseberry, swamp gooseberry, several kinds of currants, bear berries, red elder, mooseberry, snow-berry, blueberry, bilberry, cranberry, whortleberry, red and white mulberry.

THE TIMBER REGION.

Between the mountains and the sea the Canadian Pacific Railway passes through many forests of these valuable woods, and brings within reach of lumbering operations, vast additional quantities growing in the neighbourhood of those streams that fall into the Columbia, the Thompson, and the Fraser. "The treeless prairies" is a phrase that loses significance, other than the facilities it suggests to agriculturists, when describing the plains in contiguity to British Columbia. Timber on the western plains of Canada will now be obtainable at considerably less prices than those paid in the Western States. And such timber will be of a class, and in such variety of kinds, as are unobtainable in any other market of America. What the Canadian Pacific Railway has done for the Manitoba lumber markets by its construction round the north shore of Lake Superior, it will do for the centres west of Manitoba by its passage through the mountains of British Columbia. The distance from the Rocky Mountains to the great farming and cattle raising districts of which Calgary, MacLeod, Medicine Hat, Maple Creek, Swift Current, Moosejaw, and Regina, are the centres, is less than that from Winnipeg to Minneapolis, from which market the earlier settlers in Manitoba were supplied before the Canadian Pacific Railway was built eastward to the Lake of the Woods. Cheap lumber, so essential to the settler, is therefore secured by the opening up of British Columbia, for the districts above described comprise so much of the Fertile belt as lies north and south of the South Saskatchewan, as well as the country on the Bow and Red Deer rivers.

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THE TRADE OF THE PROVINCE.

The trade of British Columbia though largely increased since the entry of the province into the Dominion, is still unimportant in comparison with the capabilities of the country, or the amount that will within a few years be credited to it in the government tables of Trade and Navigation. Thus the exports of British Columbia for the year 1872, (the year following the union with Canada), were \$1,912,107; the returns made in 1885 (for the fiscal year of 1884) shows them to be \$3,100,404. For two years preceding that, and probably for this year, the exports have been over three million dollars, and for the eight years before that they were over two million.

A comparison with the exports of the older provinces for the last fiscal year will give some indication of the small extent to which the capabilities of the province have been worked.

EXPORTS FOR 1884.

Ontario.	Quebec.	Nova Scotia.
\$26,891,017.	\$42,029,878.	\$9,599,356.
New Brunswick.	Prince Edward Island.	British Columbia.
\$7,753,072.	\$1,310,039.	\$3,100,404.

These figures are slightly misleading so far as Quebec is concerned, because the exports there shown belong partly to Ontario, Manitoba and elsewhere, but appear in Quebec because in that province, Montreal and Quebec, the great shipping ports of the Dominion, happen to be situated. The figures show however that if Nova Scotia, which is hardly larger than Vancouver Island, can export over nine million dollars worth annually, and if Prince Edward Island—which is not as large as the Queen Charlotte Islands, and whose area might be eliminated from British Columbia, figuratively speaking, without being missed—exports more than one-third as much as the whole of the Canadian Pacific coast, the inevitable conclusion is that the coal fields, gold deposits, forests, fisheries, and farming land of the vast and varied country that is comprised in British Columbia can have been worked to a very slight degree, and that innumerable openings for trade are merely waiting the advent of men to fill them.

The imports of British Columbia, owing to the lack of population, have been very small. During the past three years the figures have run over two, three and four millions respectively; increase being mainly due to the number of men employed in the construction of that end of the Canadian Pacific Railway; but those amounts are small compared to the figures shown by the other provinces.

IMPORTS FOR 1884.

Ontario.	Quebec.	Nova Scotia.	New Brunswick.
\$41,967,215.	\$49,122,472.	\$9,653,104.	\$6,467,888.
Manitoba.	Prince Edward Island.	British Columbia.	
\$3,734,573.	\$822,766	\$4,142,286.	

It being remembered that British Columbia is as large as the combined area of several of these Provinces. These figures indicate the sparse population yet

in the country and the room there must be for others. Of the duty paid on so much of this \$4,142,286 as was collected, \$884,076, the greater part \$790,675 was collected at Victoria, on Vancouver Island, and \$95,401 at New Westminster, on the Fraser river. The imports for the year were in the proportion following:—

From	Dutiable Goods.	Free.	Total.	Duty.
United States - - -	\$2,060,710	\$246,902	\$2,307,612	\$480,181 44
Great Britain - - -	886,601	409,957	1,296,558	277,002 73
China - - - - -	364,571	36,122	400,693	115,670 42
France - - - - -	10,493	113	10,606	5,522 55
Germany - - - - -	6,991	152	7,143	1,837 27
Holland - - - - -	77	6,203	6,280	15 40
Central America - - -	3,788	.....	3,788	2,235 10
Spanish West Indies - -	2,787	.....	2,787	1,360 80
Australia - - - - -	.....	1,800	1,800	.....
Sandwich Islands - - -	1,570	....	1,570	235 50
Society Islands - - -	54	.....	54	15 00
Japan - - - - -	....	1,286	1,286	....
Belgium - - - - -	....	158	158	....
Grand Total - - -	3,337,642	702,693	4,040,335	884,076 21

It will be seen from the above that by far the largest amount of imports is from the United States, and the next from Great Britain. The same fact, though not in the same proportion, is noticeable in the exports. These were in the 1885 returns:—

To	Produce of Canada.	Not Produce of Canada.	Total.
United States - - - - -	\$1,691,767	+ \$20,054	\$1,711,821
Great Britain - - - - -	878,883	" 1,165	880,048
Australia - - - - -	257,262	" 1,944	259,206
Chili - - - - -	75,044	" 18	75,062
Peru - - - - -	62,413	" 27	62,440
China - - - - -	59,501	" 1,379	60,880
Sandwich Islands - - - -	29,172	" —	29,172
British Africa - - - - -	10,667	" 50	10,717
British East Indies - - -	10,468	" —	10,468
			3,099,814
Besides coin and bullion - - - - -			590
			\$3,100,404

It is not uninteresting to examine the composition of this export trade.

Salmon (canned) to Great Britain - - -	6,193,968 lbs.
" " " United States - - -	903,216 "
" " " Australia - - -	226,800 "
	7,323,984 lbs.

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The total export value of this was \$798,351.

Salmon (pickled) to Australia	-	-	-	677	brls.
“ “ “ United States	-	-	-	639	“
“ “ “ Sandwich Islands	-	-	-	556	“
				<u>1,872</u>	brls.

Duty.
\$480,181 44
277,002 73
115,670 42
5,522 55
1,837 27
15 40
2,235 10
1,360 80
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The value of this barreled salmon was \$15,304; the export value of salmon therefore for the year was \$813,655.

Coal followed salmon in the volume of 1884 trade. The shipments of this were:—

To	Tons.	Value.
United States	211,901	\$741,675
Sandwich Islands	<u>6,955</u>	<u>24,343</u>
Tons	218,856	\$766,018

Gold is third on the list. The whole of the gold produced was exported to the United States, and amounted to \$671,379.

The timber trade of British Columbia has in the past found its largest customers in Australia and in the South American States. As purchasers of planks, boards, joists and other sawn timber of the larger dimensions, they ranked in the following order:—

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of imports is
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These were

Total.
\$1,711,821
880,048
259,206
75,062
62,440
60,880
29,172
10,717
10,468

3,099,814
590

\$3,100,404

Australia	\$209,104
Chili	75,044
Peru	62,413
China	49,808
British East Indies	10,468
British Africa	10,259
Great Britain	4,578
United States	<u>1,956</u>
	<u>\$ 423,630</u>

In addition to the above the export of masts and spars amounted to \$13,654 and of laths, staves, etc., to \$20,967.

The trees which supplied this timber grew on the coast and in the vicinity of the outfall of the rivers. The volume of the trade is not a criterion of the quantity of available timber except to those who realize the conditions that have attended the lumbering business of that Province.

Furs derived from land animals, the greater part of which are collected and exported by the Hudson's Bay Company, were exported to Great Britain and the United States in the following proportions:—

To Great Britain	\$106,498
To United States	<u>102,665</u>
	<u>\$209,163</u>

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and furs and skins from marine animals, mainly seal and sea otter, were exported:—

To Great Britain - - - - -	\$61,645
To China - - - - -	8,283
To United States - - - - -	250
	<hr/>
	\$70,178

Fish oil, the great bulk of which is obtained from the dog fish at the Queen Charlotte Islands, amounted to 39,251 gallons, of which 37,168 went to the United States and 2,083 to the Sandwich Islands. The value of this export was \$15,017. The easy development of this trade will at once occur to everyone who has realized the practically inexhaustible quantities of fish in these waters.

While those industries, the material for which was more or less ready to hand, were worked only in a superficial manner, or at least within narrow limits, it was improbable that others requiring the use of larger capital and greater time for development would be prosecuted to any great extent. Nevertheless a beginning has been made in several, despite the difficulties of transport, for we find that 9,451 dollars worth of wool was exported, \$1,615 was realized for hops, \$4,041 for beef, and \$1,150 for spirits. The success which has attended hop-growing in British Columbia is remarkable, and the demand both for export and home use is steadily increasing. The agricultural populations of the southern counties of England will readily understand the value for farming purposes of a country where hops can be grown with certainty, and for which the markets of India and Australia, as well as Eastern Canada and the United States, are open. The shipments of hops from the neighbouring districts in Washington Territory have already attained large proportions, and they grow as well and better in quality in British Columbia. When trade facilities have been more fully provided, when lines of steamships run between Vancouver and the ports of China and Japan and Australasia, and Canada by means of the Canadian Pacific Railway begins her competition with the United States for the Australian and Asiatic trade, the resources of the Province will be exploited in more systematic manner than heretofore, and with results altogether out of comparison with what has been done in the past.

In the past fiscal year the United States shipped at San Francisco over sixty-five million pounds of flour for China, Japan, and adjoining ports; there should be room for Canada in this trade. During the same time San Francisco shipped over eighty-three thousand packages of merchandise for the same places, including various articles which Canada can produce as well and more cheaply than they are made in the United States; Vancouver's proper share of this business cannot be small. There is cheaper material to work upon and a shorter distance to travel, and a trade that has been only partially developed even by the United States. British Columbia has but to stretch forth her hand and it will be filled.

The fertile belt and the older provinces of Canada provide a market on the east. The United States, Australasia, China, Japan, South America and, as we see by the "Trade Returns," the East Indies and Africa are her customers on

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the west. The inexhaustible and unrivalled timber, the wealth of fish, the pasturage lands on which cattle, horses, and wool are raised with so much success, the gold, the coal and other undeveloped minerals combine to make British Columbia the most favored province of the Dominion, the richest territorial division of America. There is no other country on the globe that possesses the various natural sources of wealth in the same number, and to a like extent with British Columbia, and they are now open to those who choose to avail themselves of this new field for enterprise.

THE CLIMATE OF BRITISH COLUMBIA ON THE COAST.

The climate of the Pacific Province is spoken of by all who visit that coast as one of its great attractions; it can hardly fail to please since there are several climates to choose from. The person who cannot stand cold weather and shudders at the sight of ice, can find ample space for enterprise or temptation to idleness in a land that might have suggested "The Lotos Eaters." On reaching Vancouver Island or the coast line of the mainland, like them, he need "no longer roam," for there he will find a climate such as he desires, as we have to some degree explained in speaking of Victoria and its neighbourhood. The man who discovered that Vancouver was an island, and thereupon gave it his name, speaks in his report of the "serenity of the climate," and draws a most pleasing picture of what the island must be when civilization, with its adornments and appliances, reaches so far west.

In 1860, H.M.S. "Topaz" made meteorological observations every day with the following result, and further observations show those here given to fairly indicate the ordinary conditions of the climate in Victoria, Esquimalt and their neighbourhoods:—

1860.	Mean Daily Heat.	Deg.
April - - - - -	51.50	Fahrenheit.
May - - - - -	55.25	"
June - - - - -	61.00	"
July - - - - -	60.50	"
August - - - - -	63.25	"
September - - - - -	57.25	"
October - - - - -	53.00	"
November - - - - -	50.50	"
December - - - - -	42.00	"
1861.		
January - - - - -	38.00	"
February - - - - -	44.50	"
March - - - - -	46.00	"
Mean heat of the year	51.81	"

In the record of another year it is stated that in February the gooseberry buds were opening; at the beginning of *March* the native plants were coming into leaf in sheltered places, native hemp was three inches high; on the *7th March* the catkins of the palm willow were in full bloom, on the 29th the buttercups were in flower. On the *13th April* strawberries were coming into

bloom; on the 1st of May the plains were covered with wildflowers, spring wheat and peas rising, potatoes above ground, the strawberries ripening, the wild gooseberries also, and the wild roses coming into bloom.

It is on Vancouver Island and in the extensive districts west of the coast range as well as in those in the southern strip of the Province between the parallels of 49° and 50° that the great fruit-raising farms of Canada will be located. Apples, pears, plums, peaches, apricots, nectarines, the finer class of grapes, berries of every description, fruits not common to the eastern coasts, a profusion of flowers, and all the more delicate vegetables will grow luxuriantly. The strawberry grows wild on the prairie lands, nearly of the same size as the garden fruit. The demand for these is limited only by price, the market for them begins at the eastern door of the Province and extends for a thousand miles, radiating as the distance increases.

The species and varieties of plants growing in this rich and fertile district are exceedingly numerous. Growing on the meadow lands are the following:—

White pea (five to six seeded), wild bean, ground nuts, a species of white clover, reed meadow grass, bent spear grass, wild oat, wild timothy, sweet grass, cowslip, crowsfoot, winter cress, partridge berry, wild sunflower, marigold, wild lettuce, nettles, wild angelica, wild lily, brown leaved rush.

The fern attains the enormous height of from six to eight feet, and the grasses have all a most vigorous growth.

This shows the climate of the country to be far removed from a tropical one, where summer is eternal and proportionately enervating to man and beast. It is, on the contrary, though drier and steadier than England, in ordinary seasons not unlike the western counties, more particularly Devon and Cornwall. One who has had experience of it says:—"What strikes an Englishman most about the climate is its serenity, the absence of the biting east winds, and the less need than in England of an umbrella during the spring, summer, and the prolonged autumn. He notices, also, with surprise and pleasure, that rainy weather here does not tend to depress the spirits as it does in England. The invigorating quality of the climate remains throughout the year.

"The cool nights in Vancouver Island, and in all parts of the Province, freshens the heat-worn denizens of California and the Atlantic States. Such visitors linger before leaving the Province, and long to return."

These remarks apply more particularly to the mainland coast and the eastern side of Vancouver Island. The peculiarity of the climate of the coast arises in this way:—It is influenced indirectly by the existence of a great body of warm sea water off the coast, with a mean temperature of 52.1° (early in August). The prevailing south-westerly winds, sweeping over the warm surface, are raised to the temperature of the sea, and become saturated with moisture, abstracting from it, and rendering "latent," in conformity with well-known physical laws, a still greater quantity of heat. When, on reaching the mountainous coast, this moisture is condensed and discharged, the latent heat becomes again apparent, and greatly raises the temperature of the atmosphere in which the reaction occurs. Hence the coast climate of the whole north-west

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coast of North America is warm. For instance, the mean annual temperature of Sitka (57° 3' N.L.) is in fact nearly the same as that of Montreal, 10 degrees of latitude further south.

That the climate is wet as well as warm, is owing to the effect of the height of the coasts. The heaviest rainfall occurs in exact correspondence with the height to which the moist air is forced into the higher regions of the atmosphere, and cooled there by its expansion and loss of heat by radiation. The outlying islands have somewhat less rainfall than the mainland coast, because they are less elevated. In proportion to the elevation of the islands, and the degrees in which they shelter the mainland coast from the rain-bearing winds, the rainfall on the opposite mainland coast is more or less. The comparatively less rainfall of the coast of the south-western section of the mainland (New Westminster district) than farther north, is owing to the abstraction of part of the moisture of the rain-bearing winds by the effect of their striking the mountains on the west coast of Vancouver Island (where it is very wet), and to the lowness of the land about the mouth of the Fraser river.

North along the coast of the mainland, which generally is mountainous, the case is different. There is a great rainfall—greater than on the west coasts of the British Isles—on that part of the coast of the mainland lying open to the westerly winds between Vancouver and Queen Charlotte Islands. This also is the case further north, because the coast about Fort Simpson and the mouth of the Skeena is very imperfectly sheltered from the rain-bearing winds by the Queen Charlotte Islands and the islands of the coast archipelago—these, for the most part, being of moderate elevation, much lower than a considerable portion of Vancouver Island.

The rainfall on that northern portion of the coast, considered in conjunction with the fact that the sky, throughout the year, is essentially cloudy, preventing rapid evaporation and keeping the dew point near the actual temperature of the air, accounts for the peculiar character of the vegetation there, and for the fact that ordinary cereals cannot be grown in the districts exposed to these conditions. At Fort Simpson, and on the west coast of the Queen Charlotte Islands and elsewhere, many of the hills are but partially covered with forest, the remainder of the surface being occupied by sphagnum moss several feet in depth, and saturated with water even on steep slopes. This excessive humidity is of less consequence, as the agricultural areas are limited in that region. The low north-eastern part of the Queen Charlotte Islands, which is in great measure sheltered from the rain-bearing winds, probably is the only extensive area of land which the climate would permit to be profitably cultivated on the northern part of the coast.

The coast farther south including Burrard Inlet, the south of the Fraser river and in fact all those parts sheltered by Vancouver Island, and without any high coast line to precipitate excessive moisture, resembles the east coast of Vancouver; although the settlers on the mainland assert that theirs is the finer climate of the two. No general description will serve the purpose in speaking of the climate of the mainland of British Columbia. On the coast as above

shown it has all important variations ; in the interior the differences are still greater. It may be divided into the southern, middle and northern zone.

THE SOUTHERN ZONE.

The southern zone, taking that to be between the International boundary line, (49°) and 51° north latitude, and east of the coast range beginning at Yale ; comprises much but not all of that country in which irrigation is essential to the growth of cereals. This arises of course from the air losing moisture in crossing the range.

It is in this zone that so much bunch-grass country exists, which offers so many advantages for cattle and sheep raising. The mean annual temperature of this zone differs little from that of the coast region ; a greater difference is observed, however, between the mean summer and winter temperature and a still greater contrast when the extremes of heat and cold are compared. The rainfall at a point on the Thompson, 760 feet above the sea, was measured in the year 1875 and showed 7.99 inches together with melted snow making 11.84 while at Esquimalt it was 35.87. The winter is shorter and milder than the districts further north, and though snow falls the wind-swept slopes are usually very thinly covered. Cattle as well as horses winter out, and as the former unlike the latter, will not scrape for their food this circumstance serves in some degree as a guide to the nature of the climate. In Dakota and Minnesota for instance, though horses sometimes winter out, cattle can not do so. In British Columbia they do so as a matter of course. The settlers houses in this part of the interior are not built with that caution to guard against cold which is found in Montana, Dakota, and some of the regions to the south-east.

The report of the Geological Survey of Canada, says of it : "The whole of British Columbia south of latitude 52° and east of the cascades is really a grazing country up to an altitude of 3,500 and a farming country up to 2,500 feet, where water can be conveyed for irrigating purposes. The question of water in this district must ever be kept in sight. Some years ago General Moody, R.E., formerly Lieut-Governor of the Colony in speaking of the interior and its advantages for settlement said : "It will demand not a little faith by those living in the same parallels of latitude in Europe to believe that wheat will ripen anywhere at all, at altitudes from 2,500 to 3,500 feet, and other grain at even more. . . . Nevertheless such is the fact. In other countries besides British Columbia, it has been found, at first, difficult indeed to reconcile such facts with previous experiences elsewhere."

THE MIDDLE ZONE.

This comprises the region between 51° and 53° north latitude and contains much of the mountainous parts of the province including the Cariboo Mountains, the locality of the most celebrated gold-fields yet discovered in British Columbia. The rainfall is heavier here than in the southern zone and the forest growth therefore becomes more dense. The altitude of the settlements in this division varies from 1,900 to 2,500 feet above the level of the sea ; 3,000 feet being about the maximum height for wheat, though other grains ripen at a greater altitude. From longitude 122° the land falls toward the valley of the

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Fraser, the climate becomes milder than in the mountains and bunch-grass grows in the valleys and on the benches. The climate, if less attractive than that of the two great divisions east and west of the coast range, is particularly healthy.

THE NORTHERN ZONE.

A consideration of this country hardly falls within the scope of this pamphlet. It is necessarily remote from the line of the Canadian Pacific Railway and except for its gold mines and the fish in its waters will not by reason of its distance attract immediate settlement. Of its climate, however, an authentic record states that from July 17th to August 5th, the mean of the observed minima in this part of the country is 39.7°. The mean of the early morning and evening readings of the thermometer, 49.4°. This must be much below the actual mean temperature, for the thermometer seldom rises much above its minimum when observed at 6 a.m. The heat is sometimes great in the middle of the day.

It will be seen from the foregoing that British Columbia possesses a greater variety of climate than any country of its size, and that the lines of demarkation between one and the other are singularly abrupt and well defined. There is the equable genial climate of Vancouver Island and the mainland coast, in which every fruit, from the wild strawberry to the finer kinds of grape, grows luxuriantly, in which every flower, from the wild crocus to the orchid, blossoms in profusion, and the enormous Douglas fir grows side by side with the mountain ash. Within a few miles of the border of this land is a territory in which rain seldom falls, where the sky is ever clear and the air bracing, with sharper differences between the winter and summer temperatures, but with a mean differing but little from the adjoining region. Close on the edge of this is a climate of almost constant rain where timber grows so thickly as to induce the belief that the valleys are impenetrable, and where the trees attain the stupendous size that makes them a marvel of the forest world. North of all these are further variations of climate intermingling to a certain extent from local causes and each adapted for the development of one or other of the many resources of that bounteously endowed country.

THE INDIANS OF BRITISH COLUMBIA.

Some reference has been made to the Indians of British Columbia, and there remains little to be added. Whatever romance may have at one time attached to these tribes, and in this respect they bore no resemblance to the red men of the plains and eastern lakes, it has departed. They have entered upon the days of their decadence as nations, the two most warlike tribes of the northern coast taking separate paths; the Hydahs adopting the vices of civilization, tempered with dog-fish catching, and the Timpseans becoming sons of the Church and packers of salmon. They are peaceable and, like the Indians of the interior, quite willing to work for the white man. They have entirely abandoned their predatory habits and have quietly resigned themselves to the process of gradual disappearance that seems to be the fate of the red man throughout the continent of America. There is a gradation of intelligence

amongst them which is in some measure indicated by the degree of cleanliness, or the reverse, in which they exist, but taken as a whole they are an uninteresting though perfectly harmless and sometimes very useful people.

The Indians of the interior are in some respects a superior division of the race. Physically they are finer men than those of the coast, owing to the different methods of habitual locomotion, and they are serviceable as herders and shepherds. As settlers arrive and occupy the country the presence of Indians in their neighbourhood, when that occurs, may be regarded as a boon. Skillful axemen, learned in the ways of the country, familiar with the care of animals and anxious to earn money, they constitute a class which, when understood, is always valuable in a newly opened territory. They are under the control of agents appointed by the Government of Canada, and are found to be quiet tractable and harmless people.

The foregoing pages will enable a reader to form some opinion of Canada's newly opened Province. By contrasting the conditions governing its earlier trading efforts with those under which future operations will be undertaken, it becomes possible to estimate its position in the trade relations of the Dominion. The results that have been achieved are more than creditable; they tell of magnificent resources, and of enterprise and perseverance in the midst of many discouraging circumstances. The British Columbians have always maintained the excellence of their country, but their voices were drowned by the echo of those stories that told of oceans to be traversed or mountains to be crossed. The promises were alluring, but the inaccessibility of the prize deprived them of practical value. The small permanent population were thus driven by necessity to exploit the resources of the land with limited assistance from British or Canadian capital. Of the active life that keen competition gives there was none. The Government constructed a wagon-road into the interior in their desire to get some portion of their wealth to the sea. The more enterprising worked a corner of their fisheries where the rudest appliances only were necessary, and they cut timber chiefly in the vicinity of their mills; for in their operations the "drive" of several hundred miles so familiar to Canadian and American lumbermen was little known, and yet the export tables that have been quoted disclose an amount of trade achieved by these necessarily halting efforts that must come to many people like the revelation of an oracle. Their pioneers of trade found markets in the remotest corners of the world; their wares required only to be seen to attract purchasers who understood their worth; they realized from the limited transactions of the present what they could do with the assistance so essential to the youth of commerce, and they appealed to those whom they thought might most readily share in the advantages to be obtained. But until now it has been left for themselves alone to work their own mercantile salvation, and in doing it they have shown the world the prizes that are within reach of the adventurous. The old stories of Spanish prizes, of gold-laden galleons, of cities of untold wealth along the Pacific shore, which attracted the curious idlers of the English coasts and gave Drake a hundred volunteers for every one he wanted, proved to be true, and their truth has

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invested the Pacific with a halo of romance that still lingers over its name; to-day stories may be told of equal truth but of more striking proportions concerning the gold and other, in its way, equally precious material that waits the hand of the explorer and the adventurer. The gold brought home by Drake and Frobisher and their West-of-England shipmates, was scratched from the earth by unaided hands and was nothing as compared with the results obtained by the use of the machinery of the nineteenth century. The mountains that Vancouver looked upon but never reached still hold their only partially discovered treasures, destined directly and indirectly to enrich thousands on whose ears the words, British Columbia, have fallen unheeded, and tens of thousands yet unborn. The timber of British Columbia that in impenetrable forests clothes the mountains of the Rocky, the Selkirk and the Columbian ranges, and fringes the waters of the Straits, is a fund of wealth for traders in the eastern and southern seas, no less than for those who make these forests marketable. And who will venture to accurately determine the results of adequate and systematic working in the prolific waters of British Columbia? If manufactories can flourish on such appliances for taking fish and from such limited ranges as have been deemed sufficient, what expansion of the trade may not be looked for when the methods of the older world are introduced, and the banks beyond Vancouver Island and the waters of the northern islands are worked by fleets of fishing boats.

And in manufacturing, which usually follows with tardy steps upon the heels of other branches of commerce, British Columbia has made a beginning. In this division of trade capital is an essential element, and that has been wanting, and competition, which is hardly less necessary, has been wanting also. With unlimited iron ore side by side with unmeasured coal, the two great factors of England's wealth, are reproduced in Vancouver Island. With the introduction of capital and the presence of workmen in great numbers the industries of the iron and coal districts of England may be reproduced in this Province. Taxeda is a future Swansea in the Pacific.

It is to be considered, moreover, that while these and other fountains of profit are in course of development, a new and nearer market is daily increasing in size and absorbing powers. Every settler that places foot west of Lake Superior, though he may establish himself a thousand miles from the Pacific, becomes a customer of British Columbia. Distance will limit his custom but not prevent it, and beyond him are the prairie territories of Alberta, Assiniboia and the Saskatchewan reaching to the doors of British Columbia, all consumers of lumber, coal, fish, fruit and manufactured articles to the extent of many millions dollars.

THE GAME OF THE PROVINCE.

British Columbia has, perhaps, a greater variety of game than any other part of America. There are several distinct kinds of grouse, and a great variety of wild fowl, some of them being peculiar to the region. Quail and snipe are killed both on the islands and mainland, and the common deer of the country (the Virginia deer) abounds. The so-called elk (the Wapiti) is found

principally on the mainland, as well as the cariboo, and the mountain sheep and mountain goat are in all of the ranges. The Rocky Mountains are the home of the grizzly bear, but he too is killed throughout the mainland, as are the common black and cinnamon bears. The mountain sheep and goats afford excellent sport, and the flesh of all these mentioned, excepting the grizzly bear, is excellent food. The country must always remain in parts a rich fur hunting ground. Trapping is still a favourite way with some men of making a living, and it pays good wages. On the mainland there is excellent trout-fishing and every bay and shallow of the coast is stocked with those fish which have already been enumerated. To the sportsman, as to the settler, it is essential that he should see the country before determining where he will work. Having made his choice he can then acquire the information necessary to govern his movements.

THE SCENERY OF BRITISH COLUMBIA.

Ever present in the mind of him who speaks or writes of British Columbia is a vision of some spot in its unequalled scenery. The most richly endowed with gifts of material advantage of all provinces, British Columbia excels them all in beauty. In the magnificence of her rugged mountains, the charm of her land-locked waters, the lonely grandeur of her forests and the quiet beauty of her prairies, she possesses a wonderful variety - a combination of scenic beauty. Whether a traveller approaches from the east after crossing the apparently illimitable prairies, or from the west at the conclusion of an ocean voyage, he is filled with a sense of relief, mingled with curiosity and pleased expectancy. The features that may be found most beautiful must depend on the temperament of each spectator, but it happens that nature has so arranged the forms and attributes of this country that whether coming from the east or west the traveller finds a striking contrast to that which he is leaving behind him, and as contrast is a primary condition of excellence in that which is to delight the eye, his æsthetic sense is sure of gratification. The historic calm of the Pacific Ocean is sometimes disturbed by Atlantic-like tumult, from which the smooth waters of the straits of Fuca and Georgia are a pleasant change. And even if the Pacific has deserved its name from China to Vancouver, and has preserved that proverbial demeanour which justifies the stories of lengthened voyages in a whale-boat, a voyager of so many miles, sees with delight the green shores of Vancouver Island, the timbered islands that seem to be floating where they rest, and the majestic range of the Olympic mountains that attract and hold the admiration of weary travellers. Or coming from the east when day after day the eye has rested on the unbroken horizon of the prairie-line, when it has seemed that the earth must be one vast meadow with half hidden streams and copses only diversifying its appearance, the traveller sees, piercing the clouds before him, the great rocky barrier through which he is about to find a way, he experiences an exhilaration, and a sensation of having discovered something, that appears to him to have been waiting his coming during forgotten centuries. And as he approaches he feels a little of the delight and sense of victory that was

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experienced in its fullness at the first discovery of these mighty freaks of nature by those who in the infancy of European civilization had been sent to wander through dangers and difficulties in search of imaginary routes.

The joy of discovery, whether in the world of science or geography, is Heaven's rarest and most delightful gift to man, and this in a moderated degree is the reward of those who wander from the beaten paths in British Columbia. For the mighty upheavals of the west are not of uniform character to tire the eye. There are ranges of mountains and inaccessible peaks that speak of eternal solitude; valleys that suggest haymaking and the lazy movements of well-fed cattle, and others that are dark with the foliage of pines and cedars of gigantic growth. Entering the pass of the Rocky Mountains and continuing through the Seikirks and the Columbian ranges, the eye wanders from peak to peak, gorge to gorge, and valley to valley as they open out in endless succession for nearly three hundred miles before the branches of the Fraser are reached. In some places the wear of ages has produced fantastic forms; in other places the mountains look as if they were newly created. On the coast there is a rare and beautiful combination of mountain and ocean. The natural canals of these tranquil waters and the deep inlets of the coast are in some places flanked on either side by precipitous mountains rising sheer out of unfathomable water, and they look like strips of pale green riband curling about between mounds of a darker hue. The summits of these mountains are at one moment visible and at the next hidden in some passing cloud, and down their sides, from points far towards the summit, long lines of silver streaks of foaming water fall into the sea. Between the ocean and these inlets are islands which shield them from the force of any storm, so that a boat may travel for a thousand miles with the safety of an ocean steamer. It is a paradise for yachtsmen.

LANDS.

For the information of intending settlers a few words concerning the acquirement of land in the Province of British Columbia may be useful. Along the Canadian Pacific Railway and within twenty miles on each side of the line is a tract of land known as the Railway Belt, the regulations concerning which differ slightly from those governing other portions of the country. This belt is vested in the Government of the Dominion as distinguished from the Government of the Province of British Columbia, whose regulations are in force for all other parts. The country is laid out in townships of six miles square, and each of the thirty-six enclosed square miles (called sections, and numbered 1 to 36) is divided into four quarter-sections, containing 160 acres each. These quarter-sections may be purchased at a price now fixed at \$2.50 (10s.) per acre, subject to change by order-in-council. They may be "homesteaded" by settlers who intend to reside on them, in which case no money is paid for the land, the only charge being a fee of \$10 (£2) at the time of application. Six months is allowed in which to take possession, and at the end of three years if the settler can show to the local agent that he has cultivated the land, he acquires a patent on easy terms and becomes owner of the homestead in fee simple. In case of illness, or of necessary absence from the homestead during

the three years, additional time will be granted to the settler to conform to the Government regulations. These conditions apply to agricultural lands.

GRAZING LANDS.

Persons desiring to engage in cattle raising can acquire leases from the Government on easy terms, subject to a termination of their lease by two years' notice from the Government.

Stock raising is a pleasant as well as a profitable occupation in British Columbia. A settler pre-empt 320 acres of land, for which he pays one dollar an acre, in four equal instalments. He can put up a small lodge at little expense, and use the balance of his money in purchasing cattle. These he will brand and turn loose to graze where they will. In due course, the calves must be branded, and the steers sold, and with little care or anxiety a man grows rich.

TIMBER LANDS.

The timber lands within the Railway Belt may be acquired from the Dominion Government on payment of an annual fee of \$50 (£10), and thirty cents (1s. 3d.) for each tree felled. This refers to the large timber-making trees cut for sale, and not to the smaller deciduous trees that may be required for use. These terms apply to licenses granted for "timber limits" east of the 120° parallel of longitude, all timber west of that to the sea being governed by the regulations of the Provincial Government. Mining and mineral lands within the Railway Belt are disposed of by the Dominion Government on special terms governed by the circumstances of the case.

The following are the regulations of the Provincial Government of British Columbia governing lands not in the Railway Belt.

PROVINCIAL GOVERNMENT LANDS.

Crown lands in British Columbia are classified as either surveyed or unsurveyed lands, and may be acquired either by record and pre-emption, or purchase.

PRE-EMPTIONS.

The following persons may record or pre-empt Crown lands, viz:—Any person, being the head of a family, a widow, or a single man over 18 years of age, being a British subject, may record surveyed or unsurveyed Crown lands which are unoccupied, or unreserved, and unrecorded.

Aliens may also record such surveyed or unsurveyed lands, on making a declaration of intention to become a British subject.

The quantity of land which may be recorded or pre-empted is not to exceed 320 acres northward and eastward of the Cascade or Coast Mountains, or 160 acres in the rest of the Province.

No person can hold more than one pre-emption claim at a time. Prior record or pre-emption of one claim, and all rights under it, are forfeited by subsequent record or pre-emption of another claim.

Land recorded or pre-empted cannot be transferred or conveyed till after a Crown grant has been issued.

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Such land, until the Crown grant is issued, is held by occupation. Such occupation must be a bona fide personal residence of the settler or homestead settler, or his family or agent. Indians or Chinese cannot be agents.

The settler must enter into occupation of the land within thirty days after recording, and must continue to occupy it.

Continuous absence for a longer period than two months consecutively, of the settler or homestead settler, and his agent or family, is deemed cessation of occupation; but leave of absence may be granted not exceeding four months in any one year, inclusive of the two months' absence.

Land is considered abandoned if unoccupied for more than four months in the aggregate in one year, or for more than two months consecutively.

If so abandoned, the land becomes waste lands of the Crown, without any cancellation of the record.

The fee on recording is two dollars, (8s.)

The settler may either have the land surveyed at his own instance (subject to certification of boundaries), or wait till the Chief Commissioner causes it to be surveyed.

After survey has been made, upon proof, by declaration in writing of himself and two other persons, of occupation from date of pre-emption, and of having made permanent improvements on the land to the value of two dollars and fifty cents per acre, the settler, on producing the pre-emption certificate, obtains a certificate of improvement.

After obtaining the certificate of improvement and paying for the land, the settler is entitled to a Crown grant in fee simple. He pays five dollars therefor.

PAYMENT FOR LAND AND CROWN GRANT.

The price of Crown lands pre-empted, is *one dollar* per acre, which must be paid in *four equal instalments*, as follows—First instalment, two years from date of record or pre-emption, and each other instalment yearly thereafter, until the full amount is paid. But the last instalment is not payable till after the survey.

The Crown grant excludes gold and silver ore, and reserves to the Crown a royalty of five cents per ton on every ton of merchantable coal raised or gotten from the land, not including dross or fine slack.

No Crown grant can be issued to an alien who may have recorded or pre-empted by virtue of his declaring his intention to become a British subject, unless he has become naturalized.

The heirs or devisees of the homestead settler are, if resident in the Province, entitled to the Crown grant, on his decease.

SALE OF SURVEYED LANDS.

Vacant surveyed lands, which are not the sites of towns or the suburbs thereof, and not Indian settlements, may be purchased at the rate of two dollars and fifty cents per acre. Surveyed lands purchased under the provisions of this section must be paid for in full at the time of the purchase thereof.

SALE OF UNSURVEYED LANDS.

The application to purchase unsurveyed Crown lands, after staking, posting, etc., must give two months' notice of his intended application in the "Government Gazette," and in any newspaper circulating in the district where the land is situated.

He must also have the land surveyed at his own expense, by a surveyor approved of and acting under the instructions of the Chief Commissioner.

The price is *two dollars and fifty cents* per acre, to be paid as follows:—10 per cent. at the time of application, and 90 per cent. on completion and acceptance of survey.

The quantity of land must be not less than 160 acres, nor more than 640 acres. The purchase must be completed within six months from date of application.

WATER RIGHTS.

Landholders may divert, for agricultural or other purposes, the required quantity of unrecorded and unappropriated water from the natural channel of any stream, lake, etc., adjacent to or passing through their land, upon obtaining the written authority of the Commissioner.

HOMESTEAD ACT.

The farm and buildings, when registered, cannot be taken for debt incurred after the registration; it is free from seizure up to a value not greater than \$2,500 (£500 English); goods and chattels are also free up to \$500 (£100 English); cattle "farmed on shares" are also protected by an Exemption Act.

TITLES.

The "Daily News," an Oregon newspaper, said lately:—"Emigrants that come here are extremely wary in looking after the titles of the property they desire to purchase. This vigilance and caution are probably owing more or less to the fact that the Territorial laws yet obtain on our borders."

In British Columbia no difficulty of this kind exists. Titles are secure.

GOVERNMENT.

The Canadian Government regulates all matters connected with trade and navigation, the customs and excise, the administration of justice, militia and defence, and the postal service; but the Provincial Government of British Columbia has control of all local matters. The Province is at present represented in the Canadian Parliament by three Senators and six members of the House of Commons. Its own Legislature consists of a Lieutenant-Governor, appointed by the Governor-General of Canada, an Executive Council of four members and a Legislative Assembly of twenty-five members, elected by the people for a term of four years. In practice the Executive Council holds office at the will of the Assembly, precisely as the English Ministry does at the will of the House of Commons. There are thirteen districts for electoral purposes. A short period of residence, with registration, qualifies voters, and every settler who shows an aptitude for public business, and enjoys the confidence of his neighbours has as good a chance as another of representing his locality in the Provincial Legislature or the House of Commons at Ottawa.

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INFORMATION FOR EMIGRANTS—HOW TO REACH BRITISH COLUMBIA.

Passengers from Europe may go round Cape Horn by sailing vessel ; but the ordinary route, which is the shortest, quickest and best, is as follows:—

By steamer across the Atlantic to Canada (Quebec in summer ; Halifax, Nova Scotia, in winter). Thence by the Canadian Pacific Railway across the continent to Vancouver.

The Atlantic passage takes from eight to ten days, and the railway trip from Quebec to the continent five days. A first class passenger can go through to British Columbia from England in fourteen days, by crossing the continent on the Canadian Pacific line.

It is best to take "*Through Tickets*" to Vancouver, or as far as possible. Efforts may be made to induce passengers to take tickets by some roundabout route, which oftentimes necessitates expensive stoppages by the way. A passenger should insist upon having a ticket by the Canadian Pacific Railway, which is the ONLY DIRECT ROUTE. Passengers should avoid all dealers in tickets, called "scalpers," who offer tickets at prices lower than schedule rates. Purchase tickets only from regularly authorized ticket agents.

Third class passengers should provide at least part of the necessary food for themselves for the railway trip across America, as provisions at the way-side stations are expensive, and the "through" ticket price *does not include provisions*, except in the steamers. Emigrant's meals are 50 to 75 cents each.

Surplus money should be sent through the Post Office, or a Bank, to avoid risk from loss, or theft, on the way.

It is the practice in North America, on the part of interested or dishonest persons, to fill the ears of passing emigrants with stories about the places they are going to. No attention should be given to these men.

While passing through Eastern Canada, emigrants for British Columbia will apply, in case of need, to the local immigration officers of the Dominion of Canada, who will give honest advice and information. The coin and paper money of Canada is of a uniform standard and is current throughout the Dominion.

Intending passengers can obtain tickets through to all points in British Columbia, together with the fullest information relative to the most desirable places of location for farming, cattle growing, mining, and trading, by applying to the Agents of the Canadian Pacific Railway Company in London, Liverpool and Amsterdam.

A. BEGG,	ARCHER BAKER,	R. R. H. TOELAER,
88 Cannon Street,	31 James Street,	AMSTERDAM.
LONDON.	LIVERPOOL.	

HOW TO SEND MONEY TO BRITISH COLUMBIA.

The emigrant is recommended not to take English coin to British Columbia. In Great Britain, he should pay that portion of his money not wanted on the passage to the Post Office, and get a money order for it payable in Victoria ; or he may pay his money either to the Bank of British Columbia,

London (the bankers for the Government of British Columbia), or to the Bank of British North America, London, and get from the bank, in exchange for his money, an order payable on demand from its branch bank in Victoria, British Columbia, for the equivalent of his money in dollars and cents.

The emigrant, on paying his money to the Bank, must sign his name on a separate piece of paper, and ask the Bank to send the signature to their Branch Bank in Victoria, so that the person who applies for the money in Victoria may be known to be the proper person. If this is neglected, the emigrant may not be able to get his money in Victoria readily.

The above banks have agents in England, Scotland, and Ireland. The Bank of British North America has its own branches in the Dominion of Canada, New York, and San Francisco. The *Bank of Montreal* is the agent of the *Bank of British Columbia* throughout Canada and New York. The Bank of British Columbia has a branch in San Francisco.

ON ARRIVING IN BRITISH COLUMBIA.

It is sometimes better for an intending farmer of moderate means to place his money, on first arrival, in the Government Savings Bank (which allows interest), to take lodgings, and to work for wages for some time, in order to gain a knowledge of colonial life and modes of management.

Emigrants are recommended not to linger about the towns at which they may arrive, but to proceed, with as little delay as possible, either to their friends, if they have any in the Province, or to the localities where they are likely to meet with employment.

The Immigration Agent, at port of arrival, will furnish information as to lands open for settlement in the respective districts, farms for sale, demand for labour, rates of wages, routes of travel, distances, expense of conveyance, etc.

The emigrants should be careful of *his cash capital, and not put it into investments hastily. There are Canadian Government Savings Banks in the Province.*

PRICE OF BOARD AND LODGING.

The Government will endeavour to make special arrangements for immigrants; at present ordinary advertised rates in Victoria in good second-class hotels (meat at every meal), are as follows:—

- Board and lodging \$5 to \$6.50 (20s. to 26s. English) per week.
- Board and lodging \$1 (4s. English) per day.
- Single meals, 25 cent: (1s. English).
- Beds, 50 cents and 25 cents (2s. and 1s. English).

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THE CANADIAN PACIFIC RAILWAY

Is the Most Substantial and Perfectly Built Railway on the Continent of America. It is Equipped with the Most Elegant and Luxurious

COACHES, DINING AND SLEEPING CARS,

Surpassing in Accommodation and Finish any in the world. It now offers to the travelling public a New Route, far exceeding all others in its Grandeur of Scenery, and being under the control and management of one Company from the Atlantic to the Pacific Ocean, it can give to all trans-continental travellers advantages that cannot be procured elsewhere.

TOURISTS

will find this a most enjoyable route. The journey is one of uninterrupted magnificence from start to finish. The scenery on the north shore of Lake Superior must be seen to be appreciated, as pen fails to do justice to its beauty. The Sublime Grandeur and Dizzy Heights of the Rocky Mountains, the Selkirks and the Gold Range, rival and eclipse the wonders of Switzerland.

The Company have spared no expense in providing for the wants and comfort of their patrons, as their line of Dining Cars will at all times testify, being supplied with all that the most fastidious can desire. Their

TRANS-CONTINENTAL LINE OF SLEEPING CARS

Are provided with Sofa Sections and Bathing Accommodation, and offer all the comfort and convenience of First-class Hotels. They are specially constructed to admit of the Scenery being viewed in all directions. PASSENGER FARES AS LOW AS ANY OTHER LINE.

Through Tickets from Halifax, Quebec, Montreal, Ottawa, Prescott, Brockville, Toronto, Hamilton, London and all points in Canada; also from Boston, New York and all the principal points in New England States, to Vancouver, Victoria and other points in British Columbia, and to Portland, Ore., Puget Sound Ports, San Francisco, &c.

Colonists receive special attention by this route, Free Colonist Sleeping Cars being supplied from Ocean to Ocean.

Freight Shippers can have their goods transported without the vexatious delays and damage incidental to the frequent transfers necessary by other routes, and without the expense and annoyance of Customs requirements.

Rates as Low as the Lowest.

Business Correspondence is invited, and will meet with prompt and courteous attention if addressed to any of the undermentioned Officers or Agents.

G. M. BOSWORTH,
Asst. Freight Traffic Manager.

E. TIFFIN,
Gen'l Freight Agent, Toronto.

ROBT. KERR,
Gen'l Frt. & Pass. Agt., Winnipeg.

D. McNICOLL,
Gen. Pass. Agt. Montreal.

ARCHER BAKER,
Gen. European Frt. Agent,
St. Jas. St., Liverpool.

B. B. H. TOELAER,
Emigration Agt. Amsterdam.

ALEX. BEGG,
Gen. Emigr. Agt., 88 Cannon St., London.

HARRY ABBOTT,
General Supt. Pacific Div., Vancouver, B. C.

GEORGE OLDS,
Gen'l Traffic Manager, Montreal.

W. C. VAN HOLNE,
Vice-President, Montreal.

