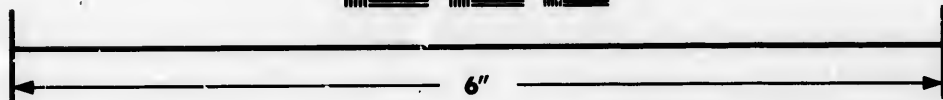
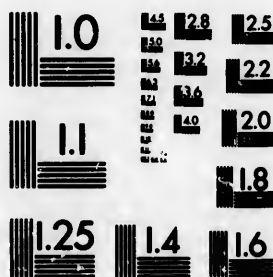


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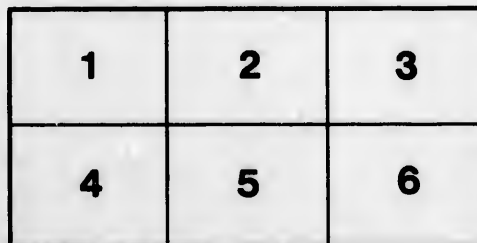
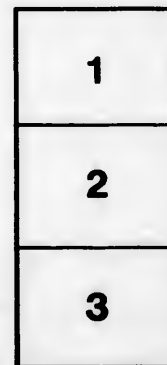
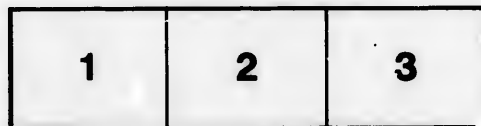
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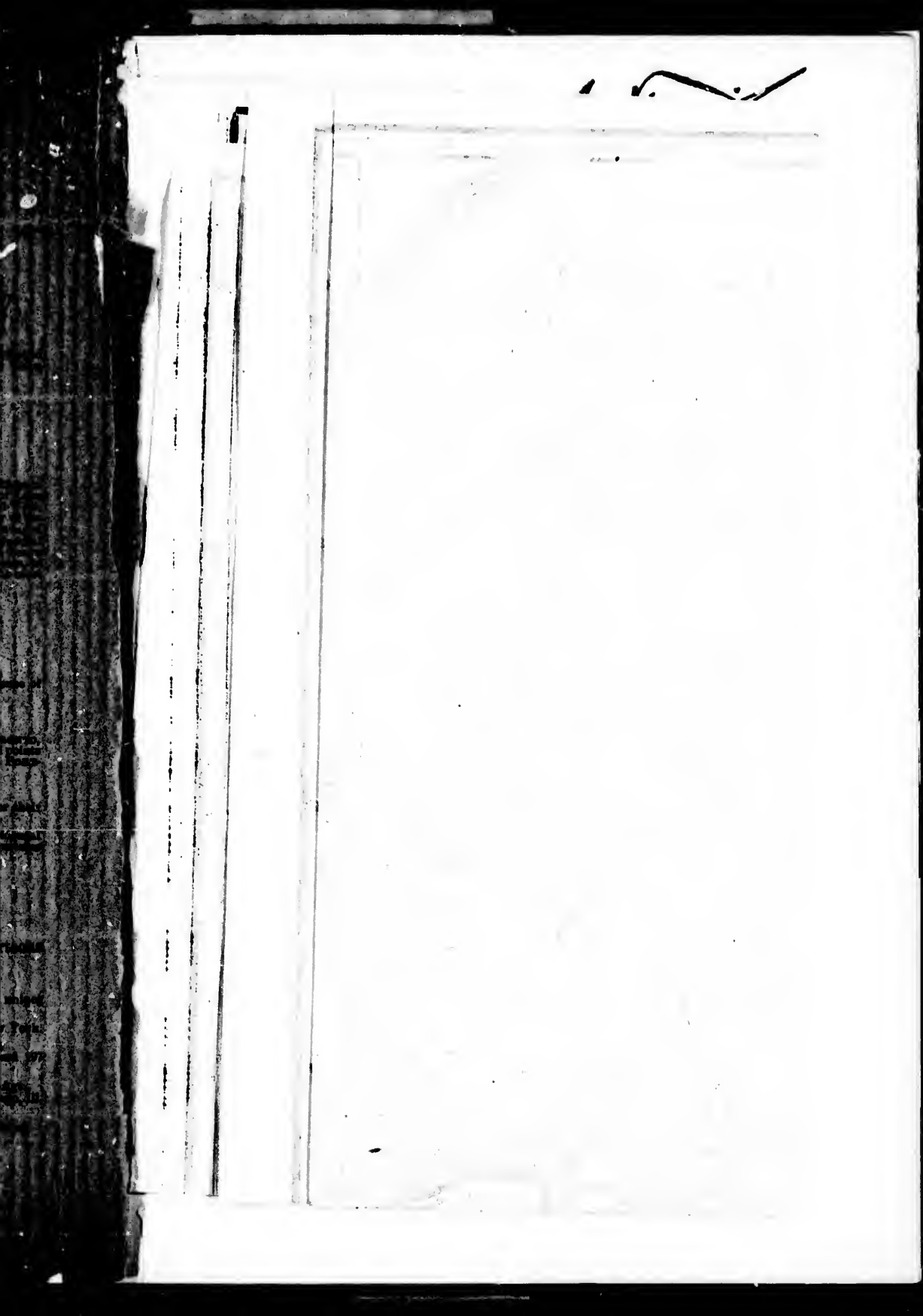
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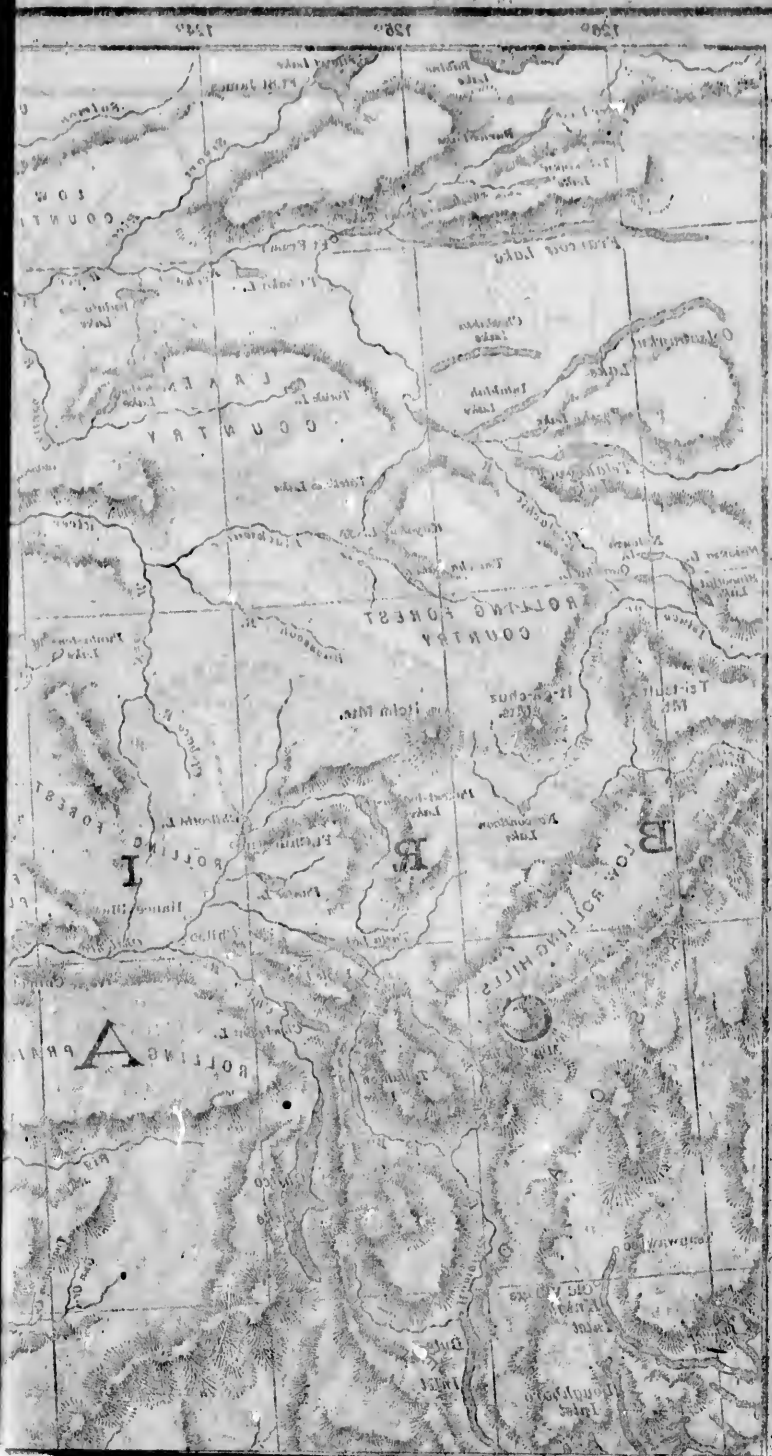
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MAP
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CANADIAN PACIFIC RAILWAY
 IN
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 AND
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SCALE OF STATUTE MILES
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A. O. Hugo

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THE PACIFIC PROVINCE OF THE
DOMINION OF CANADA

ITS POSITION, RESOURCES AND CLIMATE

—A NEW FIELD FOR—

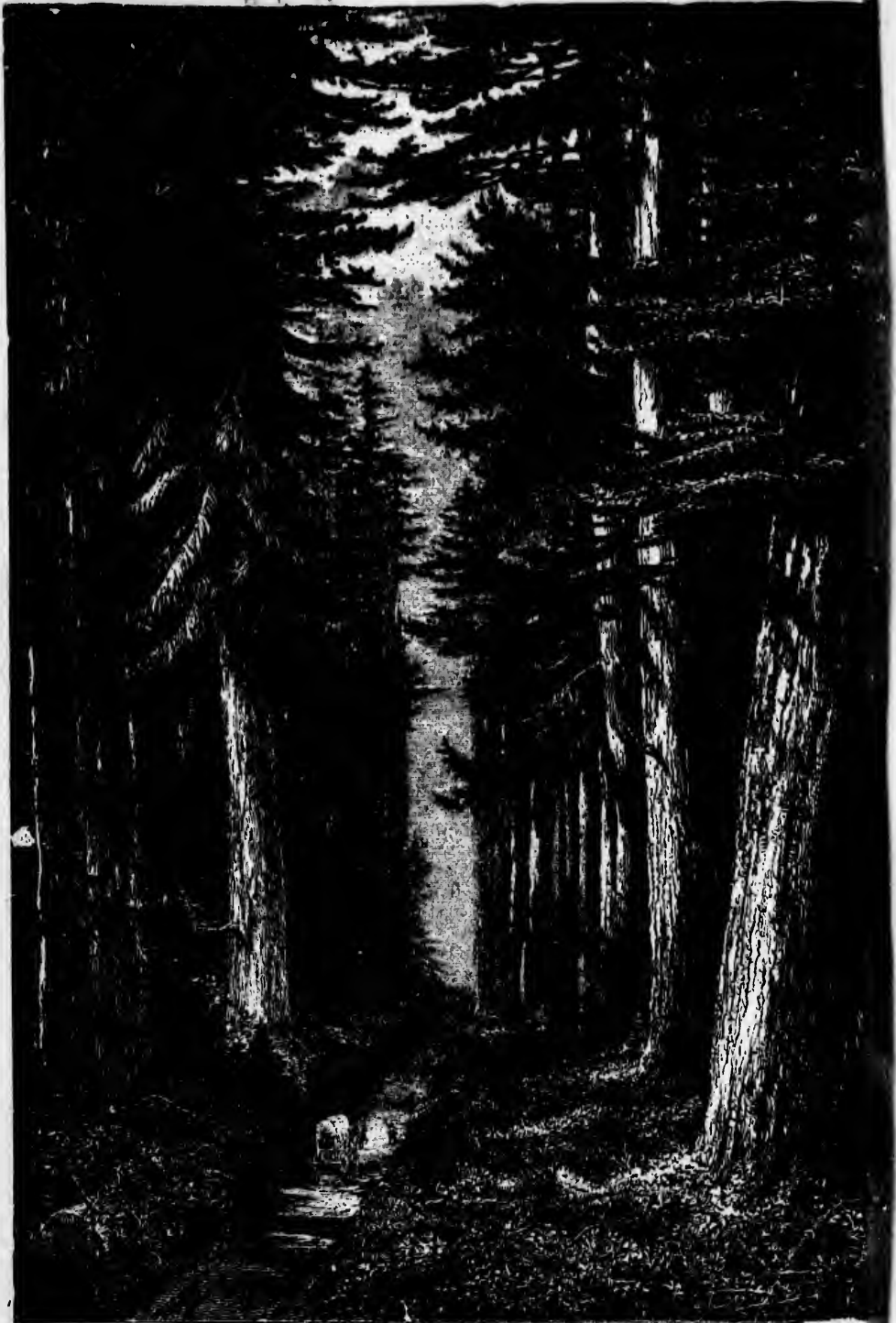
FARMING, RANCHING AND MINING

ALONG THE LINE OF

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FULL INFORMATION FOR INTENDING SETTLERS

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A FOREST ROAD IN BRITISH COLUMBIA.

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BRITISH COLUMBIA.

THE GEOGRAPHICAL POSITION OF THE PROVINCE.

British Columbia, the most westerly province of Canada, lies between the 49th parallel of north latitude (the international boundary between Canada and the United States) and latitude 60° N., and extends westward from the summit of the Rockies to the Pacific Ocean, and includes Vancouver Island and Queen Charlotte Islands.

British Columbia, which contains a superficial area of about 800,000 square miles, is 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 Columbia 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. Vancouver, the Pacific terminus of the Canadian Pacific Railway, is the point of embarkation for Japan and China in the new and shortest highway to the Orient. The voyage from London to Yokohama has already been made in 21 days via the Canadian Pacific Railway, and this time will be still further reduced. 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. Its timber is unequalled in quantity, quality or variety; its mines already discovered, and its great extent of unexplored country, speak of vast areas of rich mineral wealth; its waters, containing marvellous quantities of most valuable fish, combine to give British Columbia a value that has been little understood.

THE HARBOURS.

Of the many harbours, 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.

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 the Thompson, the Chilicoten, the Lillooet, the Nicola, the Harrison, the Pitt, and numerous other streams.

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. This lake is now traversable by regular steamboat service. The Columbia runs due north beyond the 52nd degree of latitude, when it takes a sudden turn and runs due south into Washington State. It is

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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.

The Fraser River is navigable for river boats to Yale, a small town 110 miles from the mouth; and larger vessels, drawing 20 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 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 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 $8\frac{1}{2}$ tons to the acre. Good prices are realized for all farm produce. 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 are not all on the Fraser; some are at a distance from it on other streams.

The climate, described elsewhere, proves to be a great temptation to many. The proximity of the great river and the Canadian Pacific Railway are additional attractions. The Thompson is navigable from a point on the Canadian Pacific Railway at Science's 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 at Revelstoke, and Colville, a town in Washington State.

BURRARD INLET.

VANCOUVER, POPULATION 30,000. THE CANADIAN PACIFIC TERMINUS.

About two or three miles from the delta formed by 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 Coal Harbour and English Bay. Vancouver is 75 miles from Victoria and 85 miles from Nanaimo, on Vancouver Island. This, the most accessible and in several ways best anchorage on the mainland, was 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 is the new city of Vancouver. It is surrounded by a country of rare beauty, and 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, and sheltered from the ocean by the high lands of Vancouver Island, it is protected on every side, while enjoying a constant sea breeze and a view of the Straits of Georgia, whose tranquil waters bound the city on two sides. The inlet affords unlimited space for sea-going ships, the land falls gradually to the sea, rendering drainage easy,

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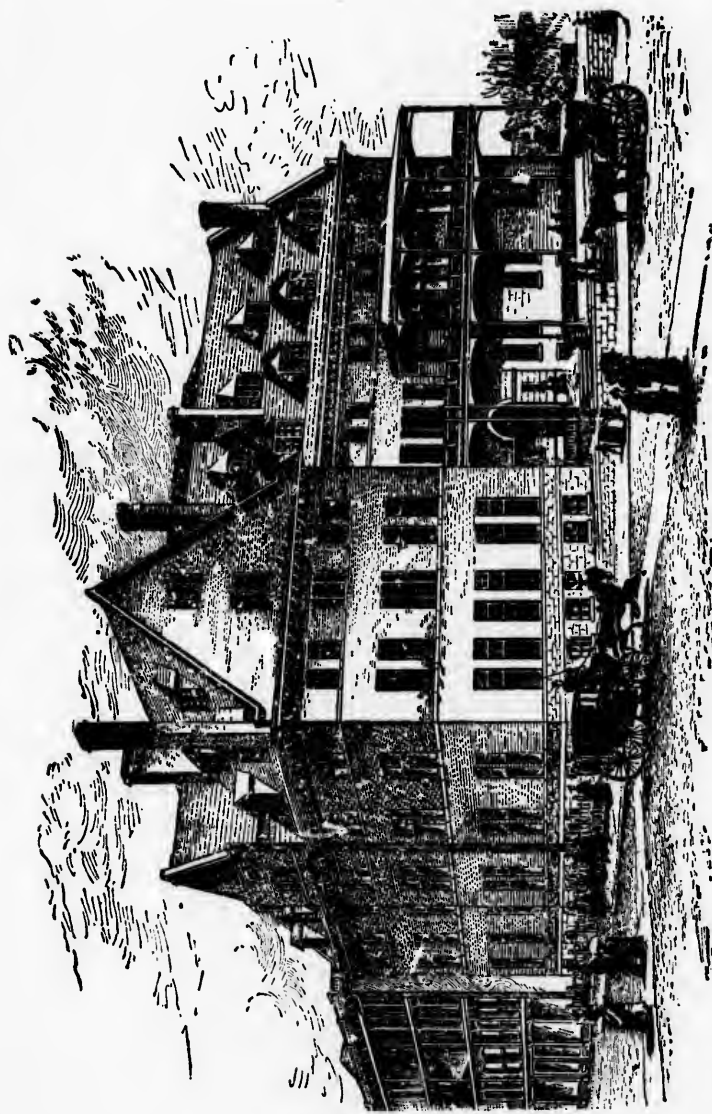
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VANCOUVER HOTEL.

and the situation permits of indefinite expansion of the city in two directions. It has a splendid and inexhaustible water supply brought from a lake in a ravine of one of the neighbouring heights. The Canadian Pacific Railway was completed to Vancouver in May, 1887, when the first through train arrived in that city from Montreal. That year, also, the Canadian Pacific Company put a line of steamships on the route between Vancouver and Japan and China. Those two important projects gave an impetus to the growth of the city, by placing its advantages entirely beyond the realm of speculation, and the advancement made was truly marvellous.

A great conflagration in June, 1886, nearly wiped the young wooden city out of existence, but before the embers died materials for rebuilding were on their way, and, where small wooden structures were before, there arose grand edifices of stone, brick and iron. Under the influence of the large transportation interests which were established there the next year, the building of the city progressed rapidly, and during 1887 most of the city plat was cleared of timber, and a large amount of street work was done. Electric cars run in the streets and there is a service of electric cars to and from New Westminster, on the Fraser River. The Hotel Vancouver, in comfort, luxury and refinement of service is equal to any hotel on the continent, and in the vicinity of this hotel is an Opera House admitted to be unsurpassed in elegance by any outside of New York. Since that time its progress has been unhindered by any disaster. The city is laid out on a magnificent scale, and it is being built up in a style fully in accord with the plan. Its residences, business blocks, hotels and public buildings of all classes would be creditable to any city.

In addition to the great transportation lines of the Canadian Pacific Railway and the steamship lines to Japan and China and to Australia, the city has connections with all important points along the Pacific coast. The boats employed in the mail service between Vancouver and Japan and China are three magnificent new steel steamships specially designed for that trade. Steamers ply between Vancouver and Victoria and Nanaimo daily; and all Puget Sound ports and to Portland and San Francisco. The Seattle, Lake Shore & Eastern and the Bellingham Bay and British Columbia roads, and other valuable connecting systems are now in operation and give closer connection with the different cities and towns of the Pacific Coast.

The following table of distances will be useful for reference :

	Miles.
Vancouver to Montreal	2,906
Vancouver to New York, via Brockville	3,163
Vancouver to Boston, via Montreal	3,248
Vancouver to Liverpool, via Montreal	5,713
San Francisco to New York	3,266
San Francisco to Boston	3,370
Yokohama, Japan, to Liverpool, via San Francisco..	11,281
Yokohama, Japan, to Liverpool via Vancouver	10,047
Melbourne to Liverpool, via Vancouver	13,707
Melbourne to Liverpool, via San Francisco	14,211
Liverpool to Hong Kong, via Vancouver	11,649
Liverpool to Hong Kong, via San Francisco	12,883
Vancouver to Yokohama	4,800
Vancouver to Hong Kong	5,936
Vancouver to Calcutta	8,987
Vancouver to London, via Suez Canal	15,735

NEW WESTMINSTER.

This flourishing city was founded by Colonel Moody during the Fraser River gold excitement in 1858. It is the headquarters of the salmon canning industry, and the population is about 6,000. It is situated on the north bank of the Fraser River, fifteen miles from its mouth, is accessible for deep water shipping, and lies in the centre of a tract of country of rich and varied resources.

New Westminster is chiefly known abroad for its salmon trade and its lumber business, but the agricultural interests of the district are now coming into prominence and giving the city additional stability. A large and valuable tract of farming land in the province is in the south-west corner, in the valley and delta of Fraser River, and New Westminster is situated in the midst of that great garden. Lulu, Sea and Westham Islands, comprising the delta of the river, have an area of over fifty thousand acres of the choicest land. It is not heavily timbered, and the rich soil yields crops of first quality and in surprising quantity. Year by year new districts are opened up, and there is excellent farming land in all of them. The agricultural productions include the common grains, roots, vegetables and a variety of fruits, and these are produced in great abundance. A failure of crops was never known in that region. Dairying is a profitable industry, and it is growing in importance. While in the valley there is no government land to speak of, a considerable portion of the area is yet unimproved and may be purchased at moderate prices. On the northern branches of the Fraser there are still eligible locations which may be obtained from the Government or from the Railway Company on reasonable terms. In the interior there are large amounts of land of all degrees of fertility and in all sorts of locations, that are waiting for settlers.

There are several large salmon canneries within easy reach of New Westminster. These establishments represent an invested capital of \$500,000; they employ over five thousand men during the fishing season, and pay out over \$400,000 a year for supplies. This is one of the most important industries of that region. Lumbering operations are also extensive and profitable. New Westminster has direct connections with all transcontinental trains.

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 to the sea, a change of 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.

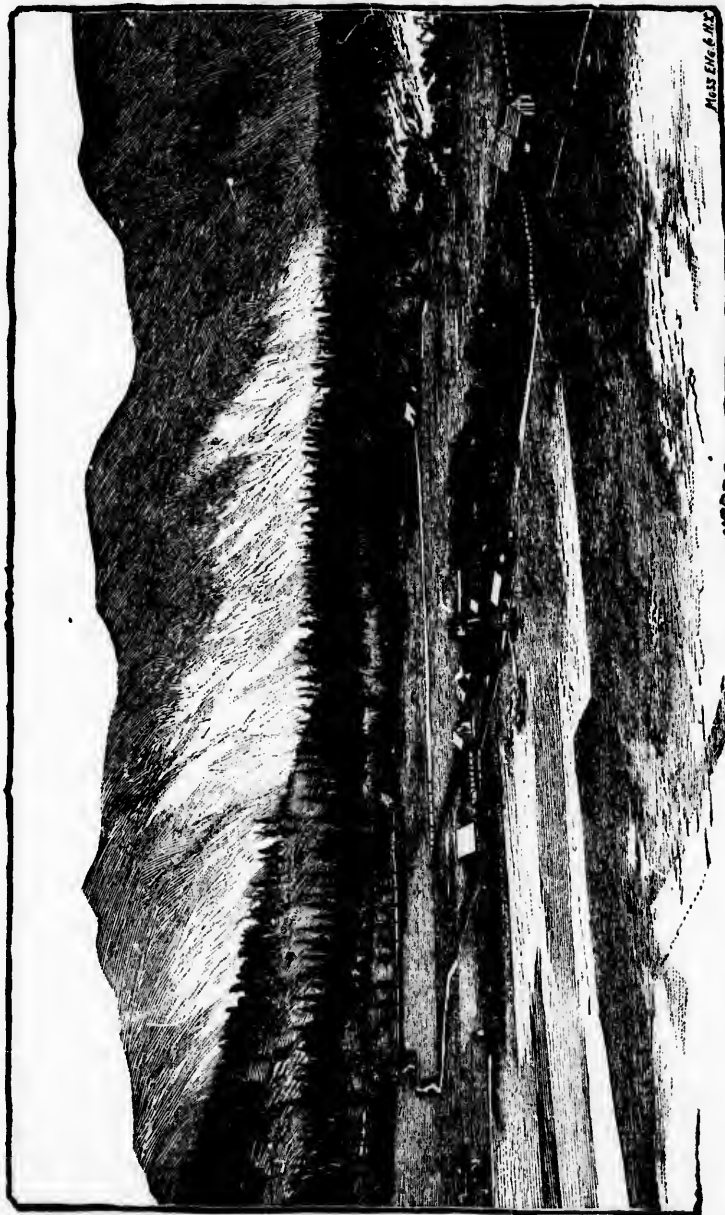
Fifty-seven miles north of Yale, on the line of the railway, is Lytton, a small town, owing its existence to a now washed-out gold bar in its vicinity. Here the Thompson flows into the Fraser, and from this valley a large district of arable and pastoral land begins. In fact over very considerable areas, far exceeding in the aggregate the arable areas of the coast region, the interior is, in parts, a farming country up to 2,500 to 3,000 feet. Cultivation is, however, restricted, as a rule, to the valleys and terraces. The soil consists commonly of mixtures of clay and sand, varying with the character of the local formation and of white silty

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FARM AT AGASSIZ, B.C.

deposits. They everywhere yield large crops of all the cereals, vegetables and roots, when favourably 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.

As a grazing country this wide sweep of territory is unexcelled. Cattle and sheep that feed on bunch-grass, which is the pasturage of this region, produce the best beef and mutton on the continent. In the district 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 frosted, the heart remains sweet and good, and the animals keep in excellent condition. There is a ready demand for British Columbia horses east 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 Quesnele, 60 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 Caribou country, from which a great deal of gold has been taken, in 1860 and the following few years a number of gold-bearing creeks were discovered in the Caribou district, great numbers of men flocked to the place, and very large quantities of gold were taken out, but 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 Chilicooten prairies of large extent, but they are not likely to invite much settlement while quantities of excellent land nearer the railway remain to be taken up.

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 Hudson 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 neighborhood of the lake, and on the banks of the Thompson, within the last two or three years. 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 there is 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.

PLAS. ETC. & CO.

FARM AT AGASSIZ, B.C.



Apr 23 1865
C. G. C. C.

CATTLE RANCH AT THE SOUTH THOMPSON RIVER, NEAR KAMLOOPS, B.C.

THE NICOLA VALLEY

Forms part of the Yale District, and is due south of the main line of the Canadian Pacific Railway, Spence's Bridge being the principal outlet for this fine section of country. Whilst it is specially adapted to pastoral pursuits, it is no less fitted for agriculture and the growth of all classes of cereals. The crops already grown are excellent in quality and the yield unexceptionally large. There is greater tendency now to mixed farming than in the past. In a few years Nicola Valley will become as famous for its grain, roots, vegetables and fruit of all kinds as it has been for its bunch-grass fed cattle.

This valley is also rich in its mineral deposits. The principal mines for the precious metals are at Stump Lake and at Coulter's. The coal fields are at Coldwater, where magnetic iron ore is likewise found.

THE OKANAGAN DISTRICT.

South and south-east of Kamloops, and the lake of that name, and the Canadian Pacific Railway, is situated the Okanagan District, believed to be one of the finest sections in the whole province for agricultural and stock-raising pursuits. In this part are to be found the most extensive farms in the province, as well as the largest cattle ranges. Many can count their herds by the thousands of head, and their broad fields by thousands of acres. The district is an extensive one and within its borders are to be found large lakes, the principal one being Okanagan, whilst such streams as the Spallumcheen, the Simelkameen and other large rivers flow through the district.

Okanagan is famous as a grain growing country. For many years this industry was not prosecuted with either vigor or profit. Of late a marked change has taken place in this respect. Samples of wheat raised in Okanagan, sent to Vienna Exposition in 1896, were awarded the highest premiums and bronze medals.

One of the best flouring mills in the Dominion is now in operation at Enderby, some 35 miles south of Sicamous, a station on the line of the Canadian Pacific Railway, which is reached by navigation for vessels of light draught. The flour manufactured at these mills from Okanagan grown wheat is equal to any other to be found on the Continent. The climate is specially adapted to the growth of wheat, which is now reaching extensive dimensions—said to be of several thousands of tons a year. The capacity of the Enderby mill is 150 barrels of flour per day. It is operated to its utmost capacity. Farmers here find a ready cash market for all the wheat they can possibly grow, an advantage which every farmer will fully appreciate.

There are still to be taken up immense stretches of the very best land, which is but lightly timbered and easily brought under cultivation. Water is abundant in some sections, whilst in others it is scarce, rendering irrigation by artesian wells a necessity.

Okanagan is also a very rich mineral district. Valuable mines are now being operated within its limits, which extend southerly to the American boundary.

The completion of the Shuswap and Okanagan Railway to Vernon, the capital of the district, from the main line of the Canadian Pacific, a distance of 46 miles, will prove an immense impetus to this splendid section of country. From Vernon there is first-class navigation up Lake Okanagan for a distance of 100 miles. The country tributary to the lake throughout is capital and will shortly become thickly populated.

CATTLE RANCH AT THE SOUTH THOMPSON RIVER, NEAR KAMLOOPS, B.C.



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, were formerly reached only by the adventurous who 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 enters the mountain passes of the Gold or Columbia Range. This is another region of magnificent timber. 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.

EAST KOOTENAY.

East Kootenay comprises the larger part of the now famous Kootenay Region of British Columbia. The line dividing East and West Kootenay runs from the apex to the base along the main water-shed of the Purcell branch of the Selkirk range of mountains. The Kootenay Region is entered from the east at Laggan Station, Canadian Pacific Railway, and has been traversed through its northern part when we reach Revelstoke, Golden Station in East Kootenay, where we take steamers to reach the middle southern part is about the centre of the journey across Kootenay between Laggan and Revelstoke.

East Kootenay is now actively engaged in working its new mines and prospecting for others. The selection of the Crow's Nest Pass route for a short line of the C. P. R. and the undoubted undertaking of the branch roads and other lines within a few years, will add marvellously to its prosperity. East Kootenay is, speaking generally, a better agricultural country than West Kootenay.

It contains a valley 800 miles long, from the boundary to the apex of the Kootenay triangle, with an average width of 8 to 10 miles, in the centre of which is enclosed the mother lakes of the Columbia 2,850 feet above sea level. The Columbia flows north from these and the Kootenay south through the valley. "It is," says Judge Sproat's report, "one of the prettiest and most favored valleys in the province, having good grass and soil, a fine climate, established mines and promising mines, excellent waterways and an easy surface for road making. Its chief navigable waterway leads to a station of the Canadian Pacific Railway.

Nearly the whole of the area of the valley described is a lush grass country, affording excellent grazing. The grass country is 250 miles long of an average width of five miles, besides a number of lateral valleys of more limited extent.

It might be safe to say that the whole of the valley is fertile, though except in a few places its agricultural abilities have not been tested. The atmosphere is clear and dry and the snowfall in winter light, but in a district so extended climatic conditions vary considerably from local causes.

The country is more thinly wooded than the West Kootenay district, and affords admirable opportunities for fishing and hunting, big game, trout and salmon abounding.

MINERAL RESOURCES.

"On the north side of the Middle Fork of the Spallumcheen, or McMurdo Creek, a number of claims show good croppings have been located.

"On the south side McMurdo Creek has many important claims. Messrs. Rand Bros., of Vancouver, on behalf of English capitalists purchased a property of ten claims in the fall of 1889, to which they have added other locations. The most important of these prospects, showing on the surface, occur on the 'Monitor,' 'Southern Cross' and 'Polly Brown' claims. The previous development done on these claims was unimportant. The vein can be traced continuously along the whole length of the property, extending from McMurdo Creek along the summit of Carbonate Mountain into Copper Creek. This main lead, like most of the mineral in the belt, runs in a south-easterly and north-westerly direction, lying almost vertically between walls of slate, mica-schist and granite rock. The width of the vein on the surface is estimated as varying in width from 2 to 5 feet, fairly well mineralized. The ore of the croppings is comprised of sulphides of lead, iron and antimony averaging about 50 oz. to the ton of silver.

About three miles further up McMurdo Creek from the above line of claims, near the summit of the range, a number of claims have been located. The 'Bobby Burns' contains a large vein of gold quartz, free milling on the surface. Gold is visible in some of the surface rocks, and assays of 85 oz. of gold have been obtained. The 'Chief of the Selkirks' and adjoining claims at the summit contain galena and gray copper ores.

"Continuing south-eastward from the Carbonate Mountain claims, between Copper Creek and the South Fork of the Spallumcheen, several claims have been located. These are favorably reported on. Also on the southern slope of this divide, running down into Vermont Creek.

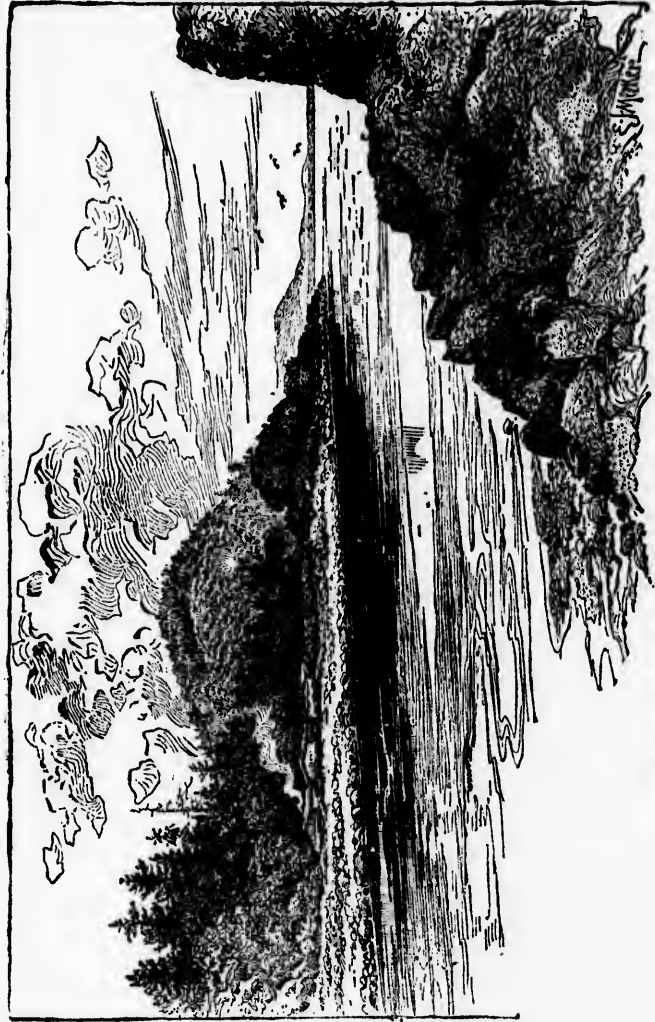
"On the south side of Vermont Creek, near its junction with the South Fork, a block of claims, discovered in the summer of 1889, contain a number of veins of galena and gray copper, about ten in number, varying in width from 2 inches to 20 inches, in the slate formation. It is considered that these veins will in some cases run together. The ore was pronounced to be of excellent quality at Golden, and paid a handsome profit.

"Good prospects have been located further south, on Crystal Creek and Bugaboo Creek in the same belt near Horse Thief Creek. Toby Creek, very promising new discoveries were made last season and a number of claims recorded. Assays from 20 to 50 per cent. of copper and 20 to 100 oz. of silver have been made. Several other good copper prospects have been located on this creek.

"New discoveries, stated to be large veins, containing high grade galena, are also reported from about 20 miles up Toby Creek.

"Jubilee Mountain, situated about 42 miles up the Columbia River from Golden, on the Canadian Pacific Railway, has mineral claims located along its ridge and western slope for a distance of over four miles. A large amount of work has been done on this mountain for several years back. Copper glance and carbonates of very fine quality, averaging 55 per cent. copper were shipped from the 'Lancaster' claim. A good body of silver-bearing galena ore has been opened up on the 'Constance.'

"A considerable amount of work has been done on various claims on



ON THE COAST OF BRITISH COLUMBIA.

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Spallumcheen Mountain during the past few years. The result of other prospecting work recently done on the mountain have been very favorable; a large quantity of ore has been taken out.

"Windermere Mountain, situated about four miles north of Windermere, on the Lower Columbia Lake, has been drawing much attention during last summer. Mr. O. A. Brown, of Spokane, became interested in claims on this mountain in July last and has been actively developing with excellent results, having exposed a large body of copper glance and carbonates. The ore consists of copper glance, carbonates and red oxides. A large number of assays have been obtained, ranging from 10 to 80 per cent. in copper, and from \$8 to \$180 in silver to the ton. Two principal ore bodies have been cut through, one 18 feet in width, the other 7 feet. There are 14 claims taken up in this locality. Some of these promise to prove valuable.

"In the neighborhood of Wild Horse Creek some development has been done on a galena ledge about three miles above the old camp. It would appear that a large quantity of concentrating ore, carrying silver, has been met with. Prospectors have brought in samples of ore from about 25 miles up Wild Horse Creek, which are stated to have assayed \$225 in gold, silver and copper. The discovery of a new mineral district is reported about 11 miles in a south-easterly direction from Fort Steele. A sample from this locality assayed: gold, \$96; silver, \$100; and copper 12 per cent. One hundred and forty-three new claims have been recorded in the district during 1890." A strong English company is at work here.

"Thunder Hill is a large butte situated in the foot hills of the Selkirk Range, near Findlay Creek and within about one and a half miles of the Upper Columbia Lake, on which a number of claims have been located. This discovery was made by Mr. James Brady, M.E., in 1884. During the latter part of last summer Mr. Brady formed a company, registered as The Thunder Hill Mining Company (Limited) of Victoria, to test and operate his claims. The lead is of exceedingly large dimensions, running in a northerly and southerly direction. The country rock of the locality appears to be generally Cambrian slate."

When we visited the country in the spring very encouraging reports were brought in by prospectors who were old and experienced miners. Great confidence in the country as a rich mining region was clearly felt.

COMMUNICATIONS OF THE DISTRICT.

"The Columbia and Kootenay valleys are exceptionally favored by their topography for transportation purposes. The present communication of the district is effected by the Kootenay mail line of steamers plying from Golden Station, on the Canadian Pacific Railway, southwards for 120 miles to the Columbia lakes. The S.S. Hyak, Duchess or Pert leave Golden Tuesdays and Fridays for Carbonate, Spallumcheen, Galena, Jubilee, Sinclair and Windermere, connecting with a stage line to Thunder Hill, Fort Steel and Cranbrook. The steamers connect with the trains of the Canadian Pacific Railway. The steamboat company operates a series of tramways to connect the upper lakes and mines and owns a fleet of barges used in the transportation of ores and other heavy freights.

NOTES.

Some of the mines are at present reached by pack trails up the various creeks branching from the main line of transportation. As the mines develop a trunk line of railway will be constructed up the Columbia and

down the Kootenay River, to join the projected Crow's Nest road in the southern portion of the district; the mines being reached by branch mineral lines and wagon roads up the creeks.

Vast deposits of coal exist in Crow's Nest Pass. Petroleum fields have been discovered in the eastern corner of the district.

One hundred and thirty-eight new claims were recorded in 1891, and 258 free miners' certificates issued.

A smelter has been erected at Golden with a capacity of 50 tons a day, with a roaster of 12 to 15 tons capacity. It is proposed to add a copper furnace and desilvering process.

CONCLUSION.

In the foregoing there is contained a review of the resources of Kootenay District, penned impartially and for the purpose of giving the public a reliable and, it is hoped, readable account of the district as a whole, the facts of which are gleaned from only authentic sources and which will be found invaluable to send to those who want to learn more of this wonderful country now being opened up.

THE KOOTENAY—EAST DISTRICT AND WEST DISTRICT.

The great Mining District of British Columbia—West Kootenay.

HOW TO REACH NELSON

And the mining districts of the Kootenay is the question now agitating five hundred thousand people. Why? Because masses of rich mineral deposits have been discovered in a dozen sections of the Kootenay country, and experienced men say that, although new discoveries are made almost daily, the finds will continue over a much larger area, and that the richest are yet to be made. Two or three years ago there were some stumps at Sproat's landing, to which the boat tied up; to-day the place has become the village of Robson, and thirty miles east of it the town of Nelson is ringing with the hum of a mining population and a mining business.

There are three ways of reaching that part of the Kootenay which an American authority speaks of as the coming mining empire of the Northwest.

Take the Canadian Pacific Railway to Revelstoke on the Columbia River, a station about midway between the eastern slope of the Rockies and the Pacific Coast. From this point a branch line south, into the mining districts, is now being projected, but until built, the route is by steamer from Revelstoke (Mondays and Thursdays) down the Columbia River to Nakusp, at the foot of the Upper Arrow Lake. From Nakusp, the British Columbia Government have cut a trail to Slocan Lake (about twenty miles) which lake being crossed, by boats provided for the purpose, eight miles more of trail brings the traveller to the Slocan mines. This is all easy travelling, the high ranges being avoided.

Another route is by steamer from Revelstoke down the Columbia and Arrow Lakes to Robson, near the mouth of the Lower Kootenay River. Along the bank of this immense river a railway runs to Slocan station, at the mouth of the Slocan River, along which a good trail leads to the mines, or the journey can be continued by rail from Robson to Nelson, the present metropolis of the Kootenay mining district, in the vicinity of which are the Silver King, Toad Mountain and other mines, and, if desired, from Nelson up the Kootenay Lake by steamboat.

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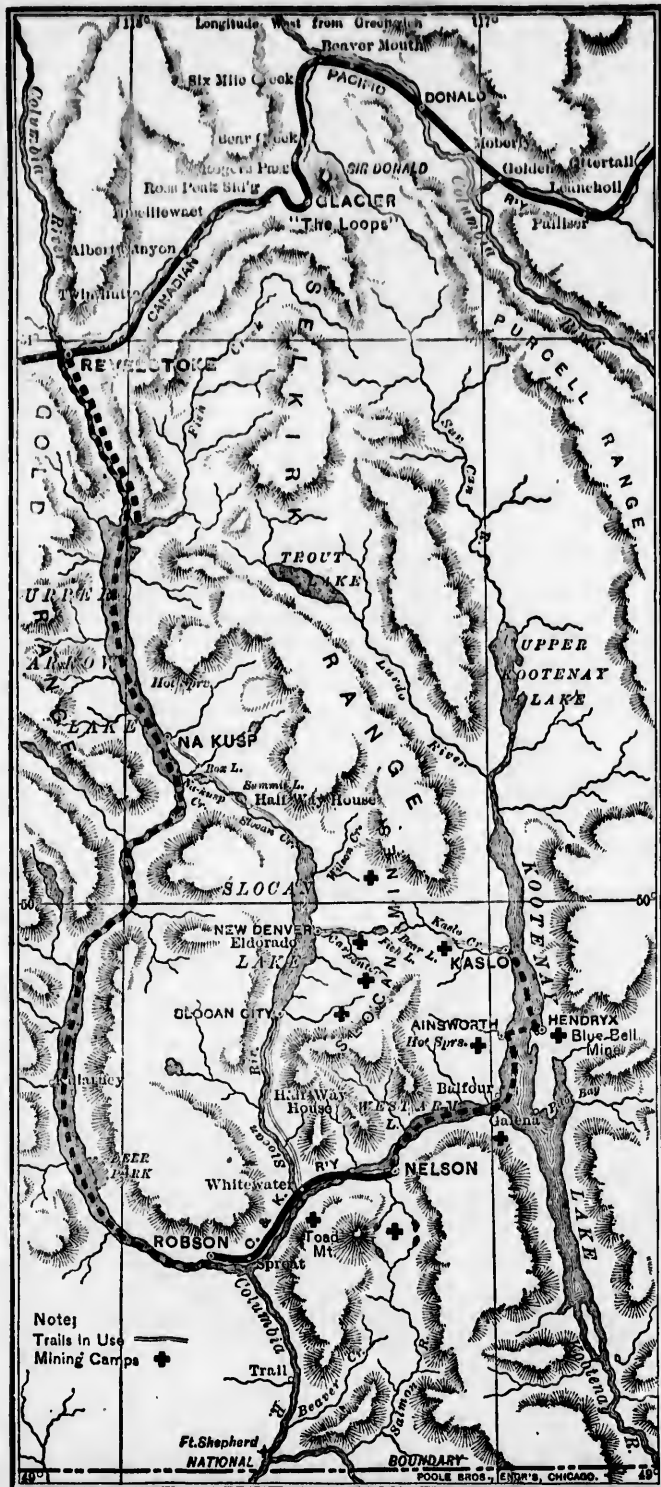
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A third route is from Revelstoke via Robson and Nelson and thence up the Kootenay Lake to Kaslo, and up the Kaslo creek, which rises in the Slocan district. The Slocan mines are amongst the most recent and important discoveries of the Kootenay country, and there is every indication that new and valuable leads will be discovered before the winter.

Not one class only is making its way to the Kootenay country. The rich lands of the valleys are being taken up by farmers; choice locations for stock raising are sought for, and men are preparing in various ways to do business with the advancing tide of miners and prospectors, and, as stated, thousands are asking which is the best way to get there?

The answer herefore is: In the first place to Revelstoke, and from there to Nakusp or Slocan via Robson, or via Revelstoke, Robson, Nelson, and thence by steamer to Kaslo as circumstances may dictate.

As the greater facilities and necessities are to be found at Revelstoke, it is better, when practicable, to make first for that point.

THE BIG BEND OF THE COLUMBIA.

Between the Gold Range and the Selkirks is the west side of the great loop of the Columbia River, that extends north above the 52nd parallel. This bend drains a gold region not yet well explored, but which has every indication of great mineral richness, and certainly possesses an amazing quantity of fine timber. Within easy reach of the Canadian Pacific Railway is enough timber to supply all the vast treeless plains east of the Rockies for generations to come. Gold has been found in paying quantities at many points north of the Bend, and indications of it on the Illecilliwaet River and Beaver Creek.

VANCOUVER ISLAND.

Vancouver is the largest island on the west coast of America, being about three hundred miles long, and 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 to 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—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 at any distance from the sea coast, is largely interspersed with lakes and small streams. The surface is beautifully diversified by mountains, hills and open prairies, and on the east coast the soil is so good that great encouragement is offered to agricultural settlement.

In other parts the soil is light and of little depth, but it is heavily wooded. 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.

The principal harbor is that at Esquimalt, which has long been the rendezvous of the English squadron 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 seaward, 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 harbor on that coast. The scenery of Vancouver island is exceedingly varied and picturesque.

VICTORIA.

Victoria (pop. 20,000) is the capital of British Columbia and the chief city of Vancouver Island. It was formerly a stockaded post of the Hudson's Bay Company and was then called Fort Victoria. It is delightfully situated on a small arm of the sea, commanding a superb view of the Straits of Georgia, the mountains of the mainland, and snow-capped Mount Baker in the distance. The city's age may date from 1858, when the discovery of gold on the mainland brought a rush of miners from the south. It is now a wealthy, well-built, and very English city, with business and shipping interests of great importance. Victoria is pre-eminently a place to delight tourists, and has ample accommodation for a large floating population, having several comfortable hotels, one or two of which are noted for the excellence of their tables. Various public buildings are also worthy of more than passing notice. Most of the manufacturing interests of the province are centered at Victoria. It has the largest iron works on the Pacific Coast outside of San Francisco, and several smaller foundries and machine shops, also many factories. The city is amply provided with educational facilities, both public and private. The public schools are supported by the Government, and controlled by a school board elected by popular suffrage. Besides these there are the ladies' college, under the auspices of the Anglican Church and an academic institution, as well as a primary school, maintained by the Roman Catholic denomination. There are Protestant and Roman Catholic orphanages. The city has a public library of about 10,000 volumes, and several of the fraternal and benevolent societies also have libraries of considerable size.

Victoria has the advantage of being a port of call of the Canadian Pacific Railway Company's Royal Mail Steamship Line steamers to and from Japan and China. Steamers run daily between Victoria and Vancouver, and the trip from city to city through the clustered isles of the Gulf of Georgia is very pleasant. Daily boats ply to all important Puget Sound Ports, and to points northward on the island and mainland, and all regular San Francisco and Alaska steamers call at Victoria.

The city has for many seasons been a favourite resort for tourists, and appears to be growing steadily in popularity. The country for some miles about the city supports a scattered farming population and furnishes a portion of the supplies of the city, but it is not a particularly good farming country, being better adapted to fruit culture. Here every variety of fruit grown in a temperate climate attains peculiar excellence, and fruit culture promises to become a leading industry in the near future.

ESQUIMALT.

Esquimalt harbor is about three miles long, and something under two miles broad in the widest part; it has an average depth of six to eight fathoms, and affords excellent holding ground, the bottom being a tenacious blue clay. The Canadian Government has built a dry-dock at Esquimalt to accommodate vessels of large size. Its length is 450 feet, and 90 feet wide at the entrance. It is built of concrete, faced with sandstone, and was nearly 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 saw-mill. Esquimalt is only three and a half miles from Victoria by land, and is connected with it by an excellent macadamized road and an electric car service.

NANAIMO.

Situated on rising ground and overlooking a fine harbour on the east coast of Vancouver Island, is the thriving city of Nanaimo, with a population of about 4,000, and ranking next to Victoria in importance. It is seventy miles north of Victoria, and depends chiefly upon its coaling interest and shipping business for support. Nanaimo Harbour is connected by a deep channel with Departure Bay, where the largest craft find safe anchorage. Vancouver Island bituminous coals are now acknowledged to be superior for all practical purposes to any coals on the Pacific Coast. Four companies operate mines in the immediate vicinity of Nanaimo. Large quantities are sent to San Francisco, to the Sandwich Islands and China, being shipped from either Nanaimo or Departure Bay. Nanaimo is also the coaling station for the British squadron in the Pacific. A large number of men find employment in the mines and about the docks, and the town for its size is well supplied with the requirements of a growing population. It has churches, schools, hotels, water-works, telephone, etc., and such industries as a tannery, boot and shoe manufactory, saw-mill, shipyard, etc., and weekly and semi-weekly newspapers. Much of the land is excellent for agricultural purposes. There is a daily train service between Nanaimo and Victoria, and connections by steamers with the different island and mainland ports.

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, are being gradually developed.

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. At other places towards the north of the island on the eastern shore are some rich loams, immediately available for cultivation. The mixed soil with proper treatment bears heavy crops of wheat; the sand and gravelly loams do well for oats, rye, barley, buckwheat, roots, etc., 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, 30 to 35 bushels; oats, 50 to 60 bushels; peas, 40 to 45 bushels; potatoes, 150 to 200 bushels; turnips, 20 to 25 tons per acre.

Some of the rocks of the island furnish excellent building material, the grey granite being equal to Scotch and English granites.

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 grow on all parts of the island. It is impossible to travel without marvelling at the forest growth. 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, the forests of Vancouver Island have a value that every year will become more apparent.

CLIMATE OF VANCOUVER ISLAND.

Concerning Vancouver Island, it only remains to say 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; 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 to 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. It is this climate, combined with the situation of Victoria, that makes that city such a pleasant abiding place.

TAXADA.

Near 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.

A little to the north of Taxada is a small group of islands, and then the island of Vancouver and the mainland approach one another to within two or three miles.

THE QUEEN CHARLOTTE ISLANDS.

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, Moresby and Provost islands. They are the home of the remnant of the Hydah Indians. About 800 people, who live in villages scattered about the three islands. They are expert canermen and fishermen, and find occupation in extracting oil from the livers of the dog fish, which abound on that coast. A company was 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. It is believed that there is gold on the islands, and in years past several attempts were made to find it; but, probably owing to imperfect methods, with only moderate success.

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, in the centre of British Columbia, and at the present the richest diggings in work are the Cassiar mines in the far north. Recently several new mines have been opened elsewhere.

Gold has been found on the eastern side of the Rocky Mountains, on Queen Charlotte islands at the extreme west, and on every range of mountains that intervene between these two extreme points. 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.

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 bonanza.

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."

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.

The total output of gold since its first discovery in British Columbia, even before new mineral districts were opened up by the Canadian Pacific Railway, was estimated at \$60,000,000. It is now far in excess of this. With present facilities for prospecting, much heavier returns are expected, for the era of scientific mining in British Columbia has only commenced.

GOLD-BEARING ROCKS.

In British Columbia, a belt of rocks probably corresponding to the gold rocks of California, has already been proved to be richly auriferous. Geological explorations go to show a general resemblance of the rocks to those of the typical sections of California and the Western States.

Silver has been discovered in several 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 occur at an elevation of about 5,000 feet.

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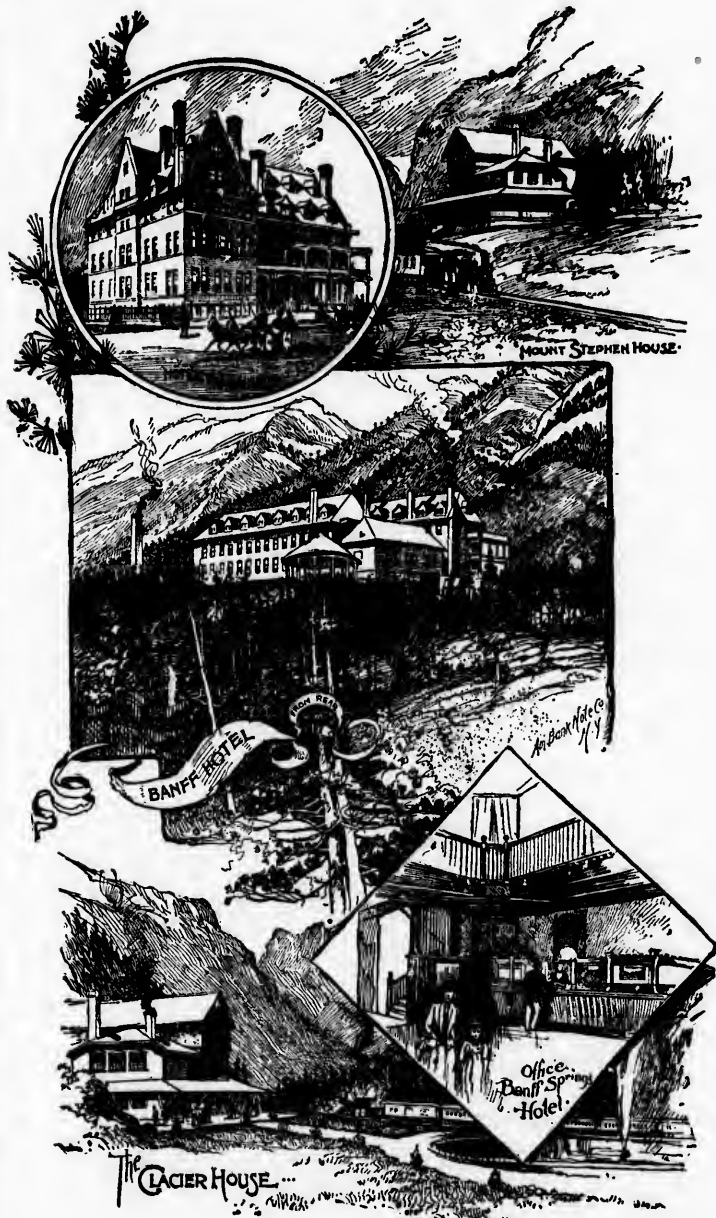
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C.P.R. HOTELS.

Great iron deposits exist on Taxada Island, 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, and other indications of coal have been found in several parts. The same formation exists on the mainland as on the island, and the New Westminster and Nicola coal beds are probably small portions only of large areas.

Anthracite coal, comparing favourably with that of Pennsylvania, has been found in seams of six feet and three feet, in Queen Charlotte Island. Fragments of anthracite have been picked up on several parts of Vancouver Island, and this would seem to indicate that the seams found in Queen Charlotte Islands will be traced to Vancouver.

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 coast. Of these, the most valuable at present is the salmon. They literally teem in the Fraser and Columbia Rivers, and frequently passengers on the Canadian Pacific Railway are astounded by the sight of broad expanses of river, or deep pools packed almost solid with wriggling masses of splendid fish, their motions being distinctly visible from the platforms or car windows as the trains pass by. The greater number of the canneries 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 on different dates.

Besides the salmon are the oolachan, which come in great numbers, and supplies a valuable medical oil. The black cod, a superior food-fish, abounds from Cape Flattery northward. Cod, similar to the eastern variety, are taken on banks off the coast of Alaska, and the same fish is said to haunt British Columbia waters. Halibut of fine quality and large size are plentiful in the inner waters, on the banks off the west coast of Vancouver Island, and farther north. Sturgeon up to 1,000 pound weight are numerous in the Fraser and large rivers. The surf smelt and common smelt are abundant, and valued for the table. Shad are taken occasionally, Herring is abundant, and both lake and brook trout on the mainland.

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.

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 FOREST TREES.

Full information concerning the numerous varieties of trees, including several distinct species of valuable pine and many kinds of hard wood, can be found in the pamphlet issued by the B. C. Government on this subject.

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 neighborhood of those streams that fall into the Columbia, the Thompson and the Fraser. Timber on the western plains of Canada will now be obtainable at considerable less prices than those paid in the Western States. The distance from the Rocky Mountains to the great farming and cattle-raising districts, of which Calgary, McLeod, 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.

THE TRADE OF THE PROVINCE.

Though the trade of British Columbia is still unimportant when compared with the extent, resources and immense future possibilities of the province, still it has improved and developed wonderfully during the past few years, showing an increase since 1884 that speaks volumes for the progress and enterprise of the people. Prominent exports are fish, coal, gold, timber, masts and spars, furs and skins, fish oil, wool, hops and spirits. A large portion of the salmon, canned and pickled, goes to Great Britain, the United States and Australia; the States and Sandwich Islands consume a large share of the exported coal, and great quantities of timber are shipped to Australia and ports in South America. To Great Britain and the United States are sent the valuable furs and peltries of land animals and the much prized seal and otter, etc. China also receives a considerable amount of lumber, timber and furs. Valuable shipments of fish oil, principally obtained from the dog fish at the Queen Charlotte Islands, are consigned to the States annually, and also to the Sandwich Islands. These industries, though already of considerable importance, are destined to become very large as well as very profitable enterprises in the near future. With the shipping facilities offered by the Canadian Pacific Railway and the new steamship lines to Japan and China, backed by her natural advantages of climate and geographical position, and immense resources in timber and minerals, British Columbia is gradually obtaining her proper share of the commerce of the world. There is no other country on the globe more richly endowed with varied resources of wealth, as fisheries, timber, minerals, pasture and arable lands, etc., and all are open to those who choose to avail themselves of these new and attractive fields for enterprise.

THE CLIMATE OF BRITISH COLUMBIA.

The climate is one of the greatest attractions of the province. On Vancouver Island and the coast line of the mainland it is serene and mild, resembling the climate of Devonshire and Cornwall, and from Queen Charlotte Islands to Alaska the climate of Scotland is closely matched. On April 13th strawberries have been seen in bloom, and by May 1st

strawberries are ripening, spring wheat, potatoes and peas showing well above ground; the plains covered with wild flowers, and native roses in 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 coast, a profusion of flowers, and all the more delicate vegetables will grow luxuriantly, as do all kinds of grasses and flowers of the temperate zone.

No general description will serve the purpose in speaking of the climate of the mainland of British Columbia. On the coast it varies considerably while in the interior the differences are yet more plainly marked. It may be divided into the southern, middle and northern zones.

THE SOUTHERN ZONE.

It is in this division that so much bunch-grass country exists which offers so many advantages for cattle and sheep-raising. The winter is shorter and milder than the district further north, and though snow falls, the wind-swept slopes are usually very thinly covered. Cattle as well as horses winter out.

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 Caribou mountains, the locality of the most celebrated gold fields yet discovered in British Columbia. The rainfall is heavier there than in the southern zone, and the forest growth therefore becomes more dense. 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.

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 demarcation between one and the other are singularly abrupt and well defined.

SPORT IN BRITISH COLUMBIA.

In addition to its many advantages already referred to, British Columbia offers great attractions to the lover of rod and gun. Of game, large and small, there is a great variety. On the mainland, are grizzly, black and brown bears, panthers, lynx, elk, caribou, deer, mountain sheep and goat, heads and skins of which are the finest trophies of a sportsman's rifle. Water fowl, geese, duck, etc., are very abundant on the larger lakes, and these and several varieties of grouse are the principal feathered game, and can always be found in the season. On Vancouver Island bear and deer can be found within easy distance of lines of travel, snipe afford rare good sport, and the valley quail is as swift of wing and as fascinating an object of pursuit as his famous cousin "Bob

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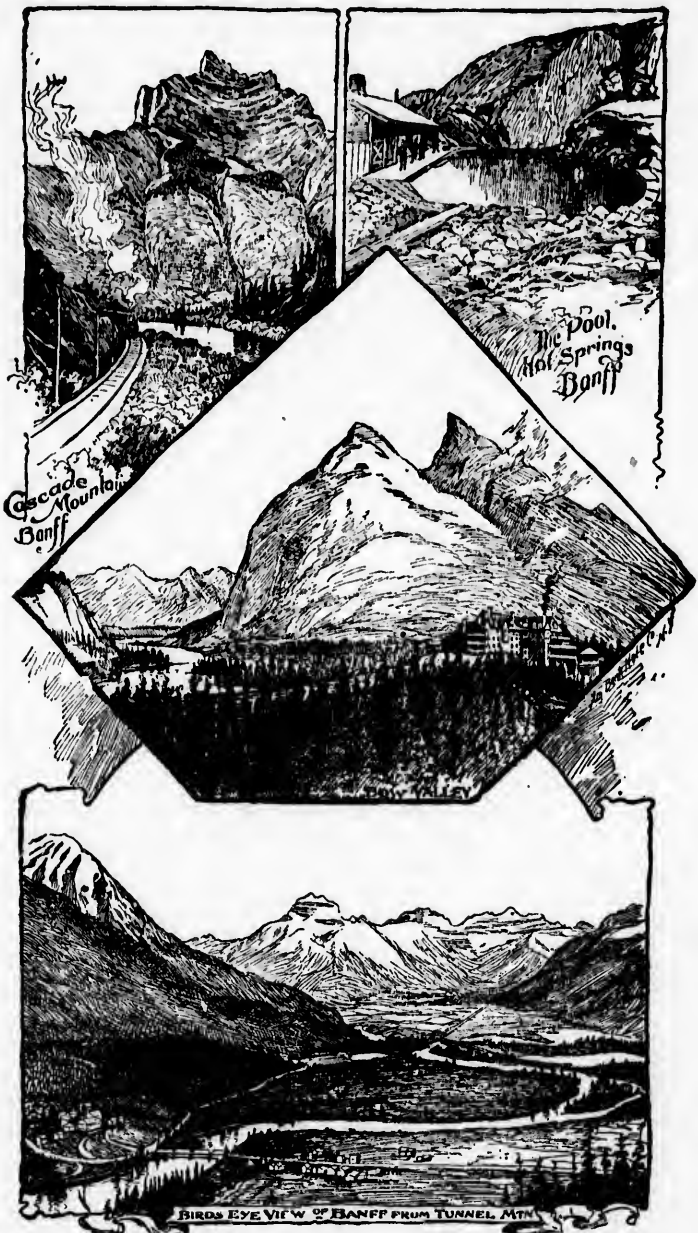
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BANFF HOT SPRINGS HOTEL.

White," of Ontario. English pheasants were introduced some years ago and have taken kindly to their new home. They are now numerous in some parts of the island. For big game, bear, caribou, sheep, goat, etc., there is no part of the continent that offers a more promising chance than the Selkirk Range and taken all in all, with its great variety of game and noble scenery, there are no similar shooting grounds now so rich and so accessible. For the convenience of sportsmen desiring to work the Kootenay valley and neighbouring country, which is highly spoken of by the few who have as yet tried it, the Canadian Pacific Railway Company has erected four fishing lodges or "camps" on the line of the Columbia and Kootenay Railway. The camps are numbered and located as follows: camp No. 1, 15 miles from Robson; No. 2, 16 miles from Robson; No. 3, 17½ miles from Robson; No. 4, 5 miles from Nelson (at the railway bridge crossing). Parties can hire outfits from the company's agents, who will supply all necessary articles, provisions, etc., at moderate cost. Cooks, guides, etc., when required, can be hired at Robson and the necessary camp equipment is carried free between Robson and the different camps.

LANDS.

For the information of intending settlers a few words concerning the acquirement of lands 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. 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 are 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 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.

Vacant lands in the Kamloops District are open to homestead entry, subject to purchase at one dollar per acre, or to purchase without conditions at \$5 per acre, and the lands in the New Westminster District are held exclusively for sale at the latter price.

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 profitable occupation in British Columbia. A settler pre-empted 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 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 30c

1s. 8d.) 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:—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.

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 rectification of boundaries), or wait until the Chief Commissioner causes it to be surveyed.

After survey has been made, upon proof, in 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 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 applicant 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:— Ten per cent. at the time of application, and ninety per cent. on completion and acceptance of survey.

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

WATER RIGHTS.

Landlords 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 a 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.

Not unfrequently settlers are anxious about their titles to property, when locating in a new land. There need be no uneasiness on this score in British Columbia. *Titles are secure.*

HOW TO REACH BRITISH COLUMBIA.

The Transatlantic steamships from England from about 20th November to 1st May, land their passengers at Halifax, Nova Scotia, the Canadian winter port, and at Portland, Me., Boston, or New York. From Halifax, Portland, or Boston, passengers are carried to Montreal in the Canadian Pacific's cars. During the summer months (about 1st May to 20th November) steamers land passengers at Quebec (or at Montreal, and thence the passenger goes across the continent to Vancouver,) and at Boston and New York; when at the former city the journey to Montreal is continued over the Canadian Pacific to Montreal and Vancouver.

The Atlantic passage takes from eight to ten days, and the railway trip from Quebec across the continent six days. A 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 round-about route which oftentimes necessitates expensive stoppages by the way. A passenger should insist on having a ticket by the Canadian Pacific Railway, which is the ONLY DIRECT ROUTE.

Passengers travelling by the Colonist Cars 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 on the steamers. Colonists' meals are 50 to 75 cents each.

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

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

While passing through Eastern Canada, colonists 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 Agents of the Canadian Pacific Railway in London, Liverpool, Manchester, Glasgow and Amsterdam.

HOW TO SEND MONEY TO BRITISH COLUMBIA.

The colonist 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 Vancouver or 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 COLUMBIA
 100 WATER STREET
 VANCOUVER B.C.

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 Vancouver or Victoria, British Columbia, for the equivalent of his money in dollars and cents.

The colonist, 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 Vancouver or Victoria, so that the person who applies for the money in Vancouver or Victoria may be known to be the proper person. If this is neglected the colonist may not be able to get his money 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.

Colonists 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 conveyances, etc.

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

PRICE OF BOARD AND LODGING.

Very erroneous ideas prevail in some quarters as to the actual expense of living in the province. In old days, during the mining boom and prior to the opening of the Canadian Pacific Railway, rates were undeniably high. But at present the increased shipping facilities and livelier competition have lowered prices all round, and necessaries of life cost much less than in the adjacent American territory, and can be purchased at a very reasonable advance upon ruling prices in Ontario and the older provinces. Good board and lodging at hotels (meat at every meal), costs from about \$5 to \$6.50 per week, or 20s. to 26s. Sterling currency. Board and lodging per day, \$1, or 4s. Sterling; single meal, 25c., 1s. Sterling; beds, 50c. and 25c., 2s. and 1s. Sterling.

BRITISH COLUMBIA
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