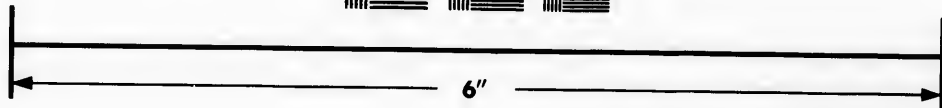
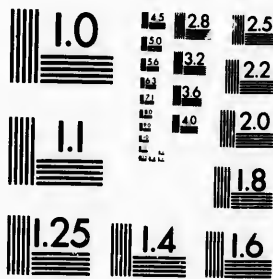


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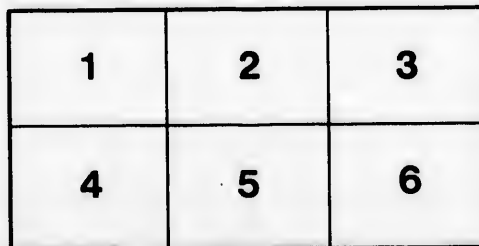
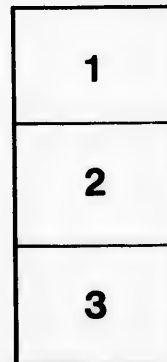
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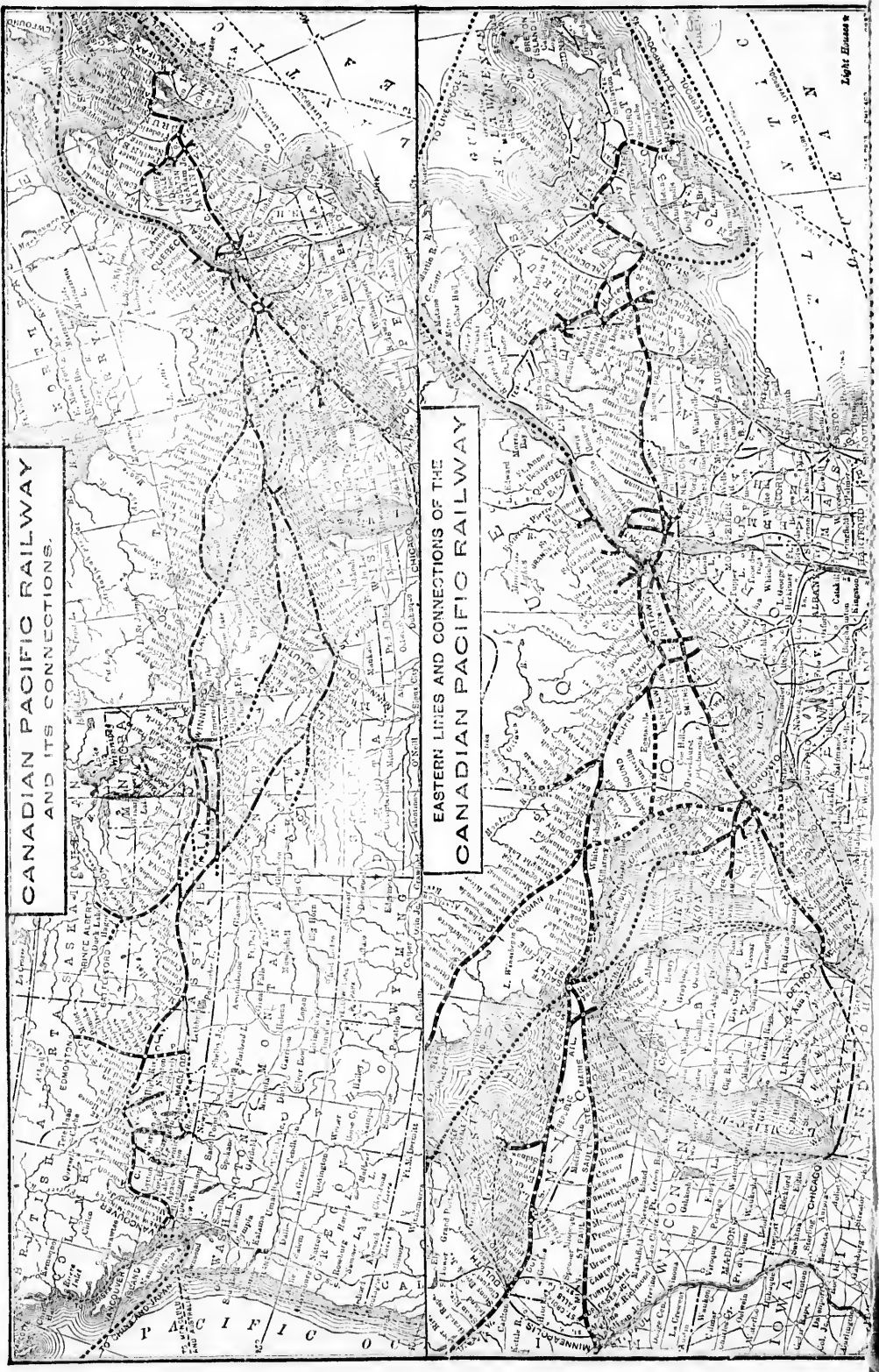
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# British Columbia



CANADIAN PACIFIC RAILWAY  
AND ITS CONNECTIONS.

EASTERN LINES AND CONNECTIONS OF THE  
CANADIAN PACIFIC RAILWAY.

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# BRITISH COLUMBIA

CANADA'S MOST WESTERLY PROVINCE

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ITS

Position,

Advantages,

Resources

and Climate.

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NEW FIELDS FOR

## Mining, Farming & Ranching

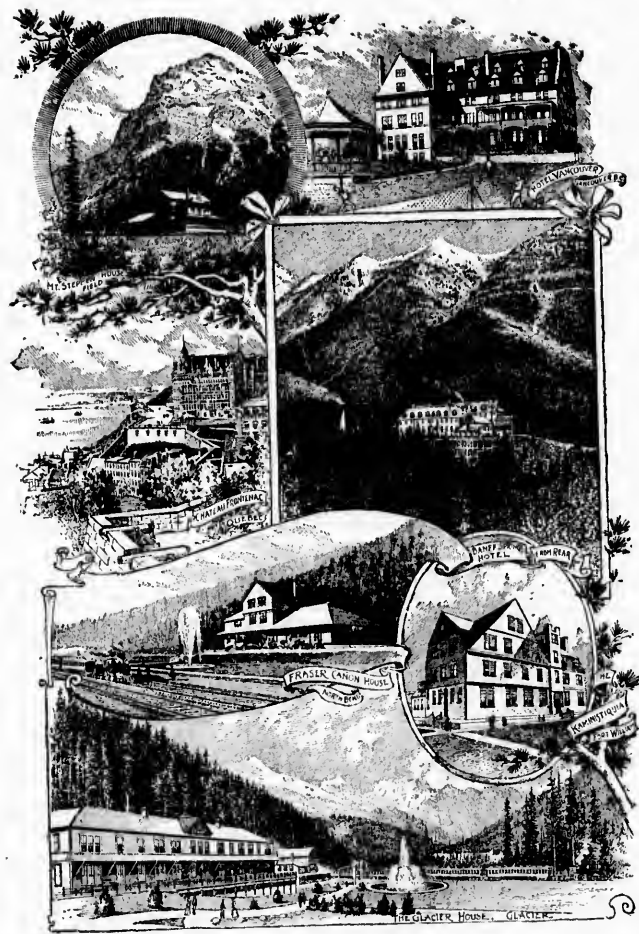
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Information for Prospectors, Miners and  
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1897



C. P. R. HOTELS.

# British Columbia.

## GEOGRAPHICAL POSITION OF THE PROVINCE.

British Columbia is the most westerly province of Canada. Its limits extend from the 49th parallel—the international boundary line between Canada and the United States—on the south to the 60th degree of north latitude, and from the summit of the Rocky Mountains westward to the Pacific Ocean, Vancouver Island and Queen Charlotte Islands being included within its bounds. The province contains the immense area of 383,000 square miles—a diversified country of huge mountain ranges, fruitful valleys, magnificent forests and splendid waterways. The position of British Columbia on the North Pacific Ocean—bearing a somewhat similar relation to the larger portion of the American continent that Great Britain does to Europe for the trade of the world—makes it one of the most important and valuable provinces of the Dominion, both commercially and politically. Already its trade, which is ever rapidly increasing in volume, has assumed immense proportions, and reaches to China, Japan, Australia, Europe, Africa and South America. The principal seaport—Vancouver, the western terminus of the Canadian Pacific Railway—is the gateway of the new and shortest highways to the Orient, the Far North, the Tropics and the Antipodes. The voyage from Yokohama, Japan, to London has already been made in twenty-one days by this route, beating all previous records; and the journey to and from Australia, via Vancouver, is speedier and more pleasant than by any other route. British Columbia attracts not only a large portion of the Japan, China and Australian rapid transit trade, but must necessarily secure much of the commerce of the Pacific Ocean, the steamers of the Canadian-Australian Line touching at the Hawaiian and Fijian Islands. Its timber is unequalled in quantity, quality or variety; its numerous mines already discovered, and its great extent of unexplored country, speak of vast areas of rich mineral wealth; its large fertile valleys indicate great agricultural resources, and its waters, containing marvellous quantities of the most valuable fish, combine to give British Columbia a value that has been little understood.

### THE HARBOURS.

British Columbia has a magnificent ocean frontage of 1,000 miles, abounding in harbours, sounds, islands and navigable inlets. Of the many fine 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.

Victoria, on Vancouver Island, possesses an outer harbour at which all the Ocean liners dock, and an inner harbour for vessels drawing up to 18 feet, with another harbour at Esquimalt, three miles to the south east. Esquimalt

harbour 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 Esquimaux with a length of 450 feet, and width of 90 feet at the entrance, to accommodate vessels of larger size.

Nanaimo, at the coal mines, has also a commodious and well-sheltered harbour.

### THE RIVERS.

Of the rivers of British Columbia the principal are the Fraser, the Columbia, the Thompson, the Kootenay, the Skeena, the Stikine, the Liard, and the Peace. The Fraser is the great watercourse 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 nearly 400 miles before turning to rush through the gorges of the Coast range to the Straits of Georgia. Its total length is about 740 miles. On its way it receives the waters of the Thompson, the Chillicoten, the Lillooet, the Nicola, the Harrison, the Pitt, and numerous other streams. For the last 80 miles of its course it flows through a wide alluvial plain, which has mainly been deposited from its own silt. It is navigable for river boats to Yale, a small town 110 miles from the mouth, and again for smaller craft for about 60 miles of its course through the interior, from Quesnelle Mouth to Soda Creek; and larger vessels, drawing 20 feet, can ascend to New Westminster, situated about 15 miles from the mouth.

The Columbia is a large river rising in the south eastern part of the province, in the neighborhood of the Rocky Mountains, near the Kootenay Lake. This lake is now traversable by regular steamboat service. The Columbia runs north beyond the 52nd degree of latitude, when it takes a sudden turn and runs due south into the State of Washington. It is this loop made by the abrupt turn of the river that is known as the "Big Bend of the Columbia." The Kootenay waters fall into the returning branch of this loop some distance south of the main line of the railway. The Columbia drains a total area of 195,000 square miles.

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 and Stikine Rivers flowing into the Pacific, the latter being in the country of valuable gold mining operations.

The Thompson River has two branches, known as the North Thompson and the South Thompson, the former rising in small lakes in the Cariboo District, and the other in the Shuswap Lakes in the Yale District. They join at Kamloops and flow east out of Kamloops Lake into the Fraser River at Lytton.

### LOCAL DIVISIONS.

The province is divided for local purposes into a number of districts, of which six and part of another are on the mainland. The most westwardly of these is the

#### NEW WESTMINSTER DISTRICT,

which extends from the international boundary line on the south to 50° 15' on the north. Its eastern boundary is the 122° longitude, and its western the 124° where it strikes the head of Jarvis Inlet, and the Straits of Georgia. In the southern portion of this district there is a good deal of excellent farming land, particularly in the delta of the Fraser River. The soil there is rich and

strong, the climate mild, resembling that of England, with more marked seasons of rain and dry weather, and heavy yields are obtained without much labour. Very large returns of wheat have been got from land in this locality — as much as 62 bushels from a measured acre, 90 bushels of oats per acre, and hay that yielded 3½ to 5 tons to the acre, and frequently two crops, totalling six tons. Experiments have of late years been made in fruit growing, with the most satisfactory results — apples, plums, pears, cherries and all the smaller fruits being grown in profusion, and at the Experimental Farm at Agassiz, figs in small quantities have been successfully produced. This part 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. There is considerable good timber in the western and south-western portions.

The chief centres of this district are the cities of Vancouver and New Westminster. The climate of this district is very mild, but in the fall of the year there is considerable rain in those parts of the district nearest the coast.

The Canadian Pacific Railway crosses the southern portion of this district to Vancouver, and rail communication is established with the cities situated on Puget Sound, with Portland, Oregon, San Francisco and the American system.

#### CHIEF TOWNS.

**Vancouver.**—On a peninsula having Coal Harbour in Burrard Inlet on the east, and English Bay on the west, is the young 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 on 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 the sea breeze from 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, and the situation permits of indefinite expansion of the city in two directions. It has a splendid and inexhaustible water supply brought across the inlet from a river in a ravine of one of the neighbouring heights. The Canadian Pacific Railway was completed to Vancouver in May, 1887, when the first through train arrived in that city from Montreal, Port Moody having been the western terminus from July of the preceding year. In 1887, also the Canadian Pacific Railway Co. put a line of steamships on the route between Vancouver and Japan and China, and in 1893 an excellent service was established between Vancouver and Victoria and Australia, via Honolulu and Suva, Fiji. These three important projects are giving an impetus to the growth of the city, by placing its advantages entirely beyond the realm of speculation, and the advancement made is truly marvellous.

In addition to the great transportation lines of the Canadian Pacific Railway and the steamship lines to Australia, Japan and China, the Hawaiian and Fijian Islands, the city has connection with all important points along the Pacific coast and with the interior. The boats employed in the mail service between Vancouver and Japan and China are three magnificent new steel twin-screw steamships specially designed for that trade—the Empress of India, the Empress of Japan and the Empress of China—which avoiding the “horse latitudes” take the shortest and most pleasant route across the Pacific, and make the trip in from five to ten days quicker time than any other line. The Canadian-Australian Line gives a monthly service to Australia via Honolulu, H. I., and Suva, Fiji. There is a weekly sailing to A-ka during the summer months and a semi-monthly sailing in winter. Steamers ply between Vancou-

ver and Victoria and Nanaimo daily, and connection is made at Victoria for all Puget Sound ports and to Portland and San Francisco. The Bellingham Bay & British Columbia Railway gives close railway connection, via Mission Junction, 43 miles east of Vancouver, with the different cities and towns of the Pacific Coast.

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 now it has several extensive industries—the British Columbia Iron Works, sugar refinery, cement works, etc. The city is the centre of the lumber trade of the province, and within its limits are several large saw mills. The population is about 20,000. Electric cars run on the principal streets, and there is a service of electric cars to and from New Westminster, on the Fraser River. The C. P. R. Hotel, the Vancouver, recently enlarged to meet increasing wants, 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. 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 private residences, business blocks, hotels, clubs and public buildings of all classes would be creditable to any city, and Stanley Park is unsurpassed by any other in the world.

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
Sydney to Liverpool, via Vancouver.....	12,673
Sydney to Liverpool, via San Francisco.....	13,032
Liverpool to Hong Kong, via Vancouver.....	11,649
Liverpool to Hong Kong, via San Francisco.....	12,883
Vancouver to Yokohama.....	4,283
Vancouver to Hong Kong.....	5,936
Vancouver to Calcutta.....	8,987
Vancouver to London, via Suez Canal.....	15,735
Vancouver to Honolulu, H. I.....	2,410
Vancouver to Suva, Fiji.....	5,190
Vancouver to Sydney, N. S. W.....	6,960

**New Westminster.**—This city, founded by Colonel Moody during the Fraser River gold excitement in 1858, 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. It is connected with the main line of the Canadian Pacific Railway by a branch line from Westminster Junction and with Vancouver by an electric railway. 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, particularly as it is the market town of the Fraser River delta. There are about forty large salmon canneries within easy reach of New Westminster. These establishments

represent an invested capital of over a million dollars, they employ over eight thousand men during the fishing season, and pay out over \$750 000 a year for supplies. This is one of the most important industries of the region. Lumbering operations are also extensive and profitable, the mills in the city alone having a capacity of 350,000 feet per day of ten hours. There is a magnificent system of waterworks, and the city owns its own electric light plant, which cost \$116,000. New Westminster can boast of the finest public library west of Winnipeg, and a capital public market. There are fifteen churches with a seating capacity of 4,400. The Provincial Penitentiary, Asylum for the Insane, and other public buildings are located here. In 1884 the population was 1,500; in 1896 it was estimated at 8,000.

**Steveston.**—A town at the mouth of the Fraser where a number of large fish canneries are located.

**Ladner's**, on the delta of the Fraser, is a rising town surrounded by a prairie region of great fertility.

**Chilliwack**, with a population of 700, in the centre of a large agricultural and fruit growing district, is a prosperous place.

**Mission City**, on the north side of the Fraser, has a large area of farming lands tributary to it which are well-adapted for fruit growing. The Pitt Meadows, which include 40,000 acres of bottom lands being reclaimed by dyking, are contiguous to the town.

**CASSIAR DISTRICT**

Lies north of the Comox district, and occupies the whole western portion of the province from the 26° longitude. While its agricultural capabilities have not yet been fully determined, it possesses several tracts of fertile land, notably that occupied by the Bella Coola colony, which gives indications of great prosperity. The district contains some of the richest gold mines yet discovered in the province, and indications are numerous of further mineral wealth to be developed. There are some prosperous fish canning establishments on the coast, and parts of the district are thickly timbered. Communication with the Cassiar district is principally by water. Steamers start at regular dates from Victoria for the Skeena River, Port Simpson and other points on the coast within the district. See page 29 northern zone, as to climate.

**OMINECA AND PEACE RIVER.**

The Omineca and the Peace River countries, which are best reached by the Cariboo road, are attracting much attention as there is a large and practically unexplored section of country that is known to be rich in gold and silver. The opening up of several hydraulic mines will give that country a well deserved prominence. These mines are nearly 600 miles north of Ashcroft, are partially fitted up and will be in operation before the close of the season of 1897. There is said to be much rich hydraulic ground in that section.

**CARIBOO DISTRICT**

Lies between Cassiar on the west and the Canadian Northwest on the east, the southern boundary being the 52nd parallel. The famed Cariboo mines, from which fifty millions of dollars of gold have been taken, are in this district. This is still a promising field for the miner, the immense output of the placer diggings being the result of explorations and operations necessarily confined





APPLE TREES.—BRITISH COLUMBIA

to the surface, the enormous cost and almost insuperable difficulties of transporting heavy machinery necessitating the employment of the most primitive appliances in mining. These obstacles to the full development of the marvellously rich gold fields of Cariboo have been largely overcome by the construction of the Canadian Pacific, and the improvement of the great highway from that railway to northern British Columbia, with the result that the work of development has recently been vigorously and extensively prosecuted. During the past few years several costly hydraulic plants have been introduced by different wealthy mining companies which are now operating well-known claims with the most gratifying results, and there is every prospect of a second golden harvest which in its immensity and value will completely overshadow that which made Cariboo famous thirty years ago. Among the numerous Cariboo enterprises are the Horsefly Hydraulic Mining Co., with a capital of \$250,000, working a series of claims which are located in the drift gravels on the western bank of the Horsefly, a tributary of the Upper Fraser River, near Quesnelle Lake, 200 miles from Ashcroft; the Cariboo Hydraulic Mining Co., with a capital of \$ 00,000, actively prosecuting work on its claims on the south fork of the Quesnelle River, on extensive ground exceptionally rich in gold deposits, the company, for its hydraulic purposes, conveying water by 17 miles of ditching, which supplies a capacity of 3,000 miners inches over a course of two feet deep, with a top width of eleven feet, and a bottom of seven, feeding four hydraulic "giants," or monitors, carrying a 300 feet head of hydraulic pressure that will easily disintegrate gravelly conglomerate wherein the gold of the mine is contained, and the Montreal Hydraulic Gold Mining Company which is developing its claims rapidly and with excellent results. At Slough creek, Willow river, Antler, Cunningham, Big Valley and other creeks, and at Barkerville on the richest of all known creeks in the world, from which \$25,000,000 was taken in two miles distance in early days (and now being at enormous expense opened up to work by the Cariboo Gold Fields Company, with a hydraulic elevator,) the results speak well for the future prosperity of Cariboo. In addition to the properties of these companies, there are numerous other large gravel deposits, many of which are now being prepared for working by companies with ample capital, and which only require properly directed exertions to insure large returns. The development work for the season of 1896 has served to materially advance the interests of the district, and the season of 1897 will see the opening up of some vast mines. Many hundreds of men found employment last year in this region and none who really desired work at a fair wage failed to secure it. Capitalists will find advantages which no other part of the world offers for investments. The quartz mines have not as yet been exploited only in a very superficial way, but the rich surface showing on Burns, Island and Bald mountains, all tend to prove that further research and a fair use of capital will make the quartz mines of the Cariboo district among the great producers and dividend payers of the world. Gold abounds in every valley, and in every stream that empties into it, and there is no estimating the unusual activity in the Cariboo mining circles, some of the richest places merely awaiting the advent of capital for that development which the new condition of affairs has rendered easily possible. Cariboo is not without agricultural resources, and there is a limited area in scattered localities in which farming and ranching are carried on; but this region will always prove more attractive to the miner than to the settler. The early construction of a railway from a point on the main line of the Canadian Pacific, through the district, when completed will open up many desirable locations and largely assist in developing the immense mineral wealth already known to exist. At present communication is by semi-weekly stage line from Ashcroft, (with steamer from Soda creek to Quesnelle during navigation) but on application in advance, arrangements can be made at any time for the transportation of large or small parties by special convey-



APPLE TREES—BRITISH COLUMBIA

ances. The roads are excellent, the stopping places convenient, and the trip is not an uncomfortable one. The chief places en route are Clinton, Lac la Hache, 150 Mile House, Soda Creek, Queenelle Mouth, Horsefly, Queenelle Forks, Stanley and Barkerville. This district covers such a large area that it contains more than one climate, which subject, however, is dealt with on page 29, middle zone.

### LILLOOET DISTRICT.

This division lies directly south of Cariboo and is bisected by the Fraser River. The country is as yet only sparsely settled, the principal settlements being in the vicinity of the Fraser River, though there are other settlements at Clinton, Lillooet and elsewhere which, when the projected Cariboo Railway, before mentioned, is built, will rapidly become of more importance. This district is rapidly coming to the front as a gold producer. Considerable milling gold is found near the town of Lillooet when the Golden Cache and other mines are being operated. Several promising quartz-bearing locations are being developed in this district, and as machinery capable of treating the refractory ores are of the most improved methods the excellent results already attained are attracting miners and mining men in large numbers. There is a large area of the finest grazing land in this district, and cattle thrive well. The valleys are wonderfully rich, and fruit of an excellent quality, chiefly apples, is grown; peaches, pears and plums are also cultivated, and smaller fruits grow in profusion. See page 29, middle zone, for climate.

### YALE DISTRICT

Is on the east of Lillooet and New Westminster. It extends southwards to the international boundary and eastward to the range of high lands that separate the Okanagan Valley from the Arrow Lakes. The Yale district affords openings for miners, lumbermen, farmers, and ranchmen. For the purpose of localizing the information here given this district of the Province may be subdivided into the Nicola, the Okanagan and the North Thompson countries.

#### THE NICOLA VALLEY,

Forming the central part of the Yale district, while specially adapted to pastoral pursuits, is well fitted for agriculture and the growth of all classes of cereals. The crops already grown are excellent in quality and the yield exceptionally large. There is greater tendency now to mixed farming than in the past, and the Nicola Valley is becoming as famous for its grain, roots, vegetables and fruits of all kinds as it has been for its bunchgrass fed cattle. For climate see page 29, southern zone.

The valley is also rich in its mineral deposits. The principal mines for the precious metals are in the Similkameen section where hydraulic companies are operating. There is a large area of bituminous and good coking coal at Coldwater, where magnetic iron ore is likewise found. The richest platinum mines on the continent have been discovered on Tulameen and Slate Creeks. A railway is projected from Spence's Bridge, which, when completed, will largely develop the mines in this valley.

#### THE OKANAGAN VALLEY,

South and southeast of Kamloops and the Canadian Pacific Railway, and east of the Nicola Valley, is one of the finest sections in the whole province for agriculture 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 and other large rivers flow through the district.

Okanagan is famous as a grain-growing country. For many years this industry was not prosecuted vigorously, but of late a marked change has taken place in this respect and samples of wheat raised in Okanagan, sent to the Vienna Exposition, were awarded the highest premiums and bronze medals. One of the best flouring mills in the Dominion is now in operation at Enderby, 24 miles south of Sicamous, and connected with it by rail. The flour manufactured at these mills from Okanagan grown wheat is equal to any other to be found on the continent. There is another mill at Vernon and one at Armstrong erected in 1896. Though Okanagan is an excellent wheat producing country, considerable attention is now being given to the various kinds of fruit culture, and an important movement is on foot looking to the conversion of the grain fields into orchards and hop fields. Attention has been more particularly turned to the production of Kentish hops, and during the past four years hops from this section have brought the highest prices in the English market, competing successfully with the English, the continental, and those grown in other parts of America. The Earl of Aberdeen, Governor General of Canada, has a large fruit farm near Kelowna, on the east side of the lake. His Excellency has also over 13,000 acres near Vernon, in the Coldstream Valley, where general farming, hop growing and fruit raising are carried on. His orchard of about 125 acres is the point of attraction for visitors to Vernon. An excellent quality of cigar wrapper and leaf tobacco is grown about Kelowna, shipments of which are yearly increasing, but the production has not yet become general.

There are still to be taken up immense stretches of the very best land, which are but lightly timbered and easily brought under cultivation. Water is abundant in many sections, whilst in some it is scarce, rendering irrigation by artesian wells a necessity, although not every year.

Okanagan is also a very rich mineral district, and in the different parts valuable gold, silver, platinum, copper and iron deposits have been discovered, and are being developed.

The Shuswap & Okanagan Railway to Vernon, the chief town of the district, from the main line of the Canadian Pacific, a distance of 46 miles, has proved an immense impetus to this splendid section of the country. There are splendid grazing lands, and the valleys that intersect them are of the most fertile character. The Coldstream or White Valley is one of these, the Similkameen is another, and the country round about Kelowna, where extensive fruit orchards have been established, is a rich and valuable section. Crops grow luxuriantly, but the dry climate necessitates irrigation. There is, however, ample water in the hills, and no difficulty presents itself on this score. From Okanagan Landing, near Vernon, a fine steamer, the Aberdeen, owned by the Canadian Pacific Ry. Co., plies to Kelowna (formerly called the Mission) and to Penticton near the south end of the lake, and the Provincial Government is constructing roads to open up the Boundary Creek country and Similkameen Valley, the former being rich in mineral wealth, and the latter a famous hunting ground for sheep and goat. The Boundary Creek district lying along the international boundary contains a large area which is believed to be mineralized throughout its extent. Some valuable mines are being operated extensively. Its wealth is not alone in its rich ores, but its valleys are fruitful and adapted for grain growing; there is excellent water and timber supply, and grazing lands on which thousands of head of stock range, are found throughout the district. The country tributary to Lake Okanagan is pre-eminently suitable for settlement and will shortly become thickly populated. A railway from Trail, in West Kootenay through the Boundary Creek

country to Penticton, will, when constructed, give a great impetus to this section.

The climate of the Okanagan country is mild and dry, irrigation being necessary for farming and fruit growing. There is only a slight snow fall in winter, and the summers are warm and pleasant.

### THE THOMPSON VALLEYS.

To the north of these valleys are the Valleys of the North and South Thompson, where there are extensive grazing and fertile agricultural areas. Valuable mining properties — iron, gold, silver, lead and copper and large deposits of mica — from which shipments of ore have been made, are in this locality. Here also is a large deposit of cinnabar, said to be the only one in the British Empire.

### CHIEF TOWNS.

The chief towns of the district are Agassiz, Kamloops, North Bend and Ashcroft on the Canadian Pacific Railway main line, Penticton, Enderby and Vernon on the Okanagan branch, and Rock Creek, Midway, Greenwood and Grand Forks, in the rapidly developing mining region near the international boundary which can be reached from Penticton.

**Kamloops** is 224 miles east of Vancouver, and is situated at the confluence of the North and South Thompson Rivers, both of which are navigable for a great distance. It is a railway divisional point and a thriving town of 1500 population, doing a good trade with the farmers, ranchmen and miners of the district. Steamboats ply on Kamloops lake, and there are sawmills in constant operation. The town is supplied by waterworks and lighted by electricity. It was originally merely a Hudson's Bay Co's trading post, but has now become a town of some size and importance, and is destined to be one of the great health resorts of the West on account of the dryness and equability of its climate and its possession of all the conditions necessary for the cure of lung troubles. Placer mining has been successfully carried on north of Kamloops for 25 years and rich mineral discoveries have recently been made within three miles of the town, carrying gold and copper, and some being free milling.

**Ashcroft**, on the Thompson River, is 204 miles east of Vancouver. It is the starting point of the stage line for Clinton, Lillooet, 150 Mile House, Horsefly, Quesnelle Forks, Quesnelle Mouth, Stanley, Soda Creek, Barkerville and other points in the Lillooet and Cariboo districts. It is a busy place, where considerable freighting business is done, and where supplies of all kinds can be obtained.

**Agassiz**, on the main line of the C. P. R. is the site of the Dominion Government experimental farm which has proved of great benefit to the farmers and fruit growers of the Province. Over two thousand varieties of fruit trees are under test, besides many cereals, roots, fodder, plants and live stock.

**Vernon** is a good sized town of 1,000 population, with three principal hotels and other minor ones. There are stores of all kinds, flour and saw mills and two banks. Having a first-rate farming and ranching country in its immediate vicinity, besides large tracts of valuable timber, a large and flourishing business is done at this centre.

**Enderby and Armstrong** are smaller, but rising towns, where there are good hotel accommodation and a variety of stores and other business establishments, and each having large grist mills.

**Yale** is at the head of navigation on the Fraser River — 103 miles east of Vancouver, and is the eastern gateway to the famed Fraser River Valley.

**Midway** is a thriving mining town of growing importance, in the Kettle River district.

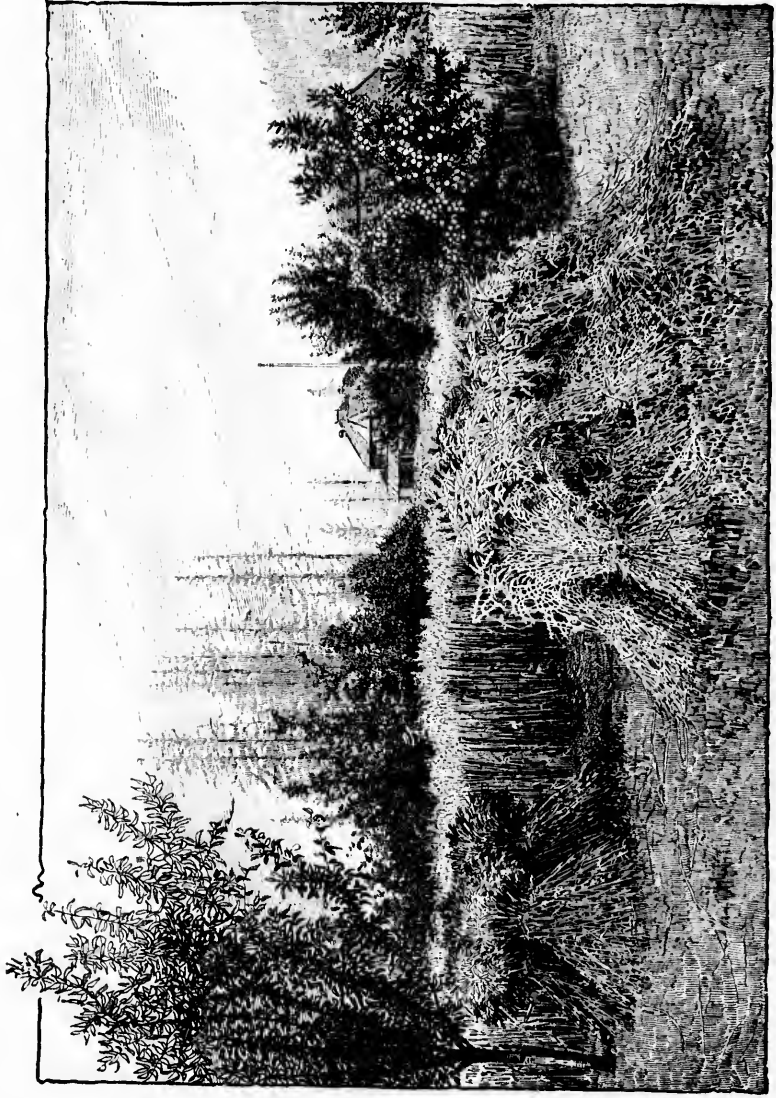
**Grand Forks**, 20 miles east and north of Midway, at the junction of North Kettle and Kettle rivers, has a large mining country tributary to it. It is proposed to erect a smelter at this point. The Great Volcanic Mountain mines are north of Grand Forks.

**Greenwood** is a new and flourishing town in the midst of a rich mining section, with a population of about 900, and close to it the rival town of Anacosta has sprung up.

### WEST KOOTENAY DISTRICT

Is the next east of Yale, and extends north and south from the Big Bend of the Columbia to the international boundary, embracing, with East Kootenay (from which it is separated by the Purcell range of mountains) an area of 16,500,000 acres. West Kootenay is chiefly remarkable for its great mineral wealth. Marvellously rich deposits have been discovered in different sections, and new finds are almost daily made. There is still a large area not yet prospected which will doubtless yield even more phenomenal returns of precious ores. It is a country of illimitable possibilities, but is only passing the early stages of development, when the vast area of hidden wealth is considered. Great strides, however, have already been made, and many of the camps, notably in the Trail Creek, Kaslo-Slocan, Ainsworth and Nelson districts, are completely equipped for mining operations. In the Larjeau, Big Bend and other parts of this rich region, mining is profitably carried on, and as capital is acquired through the working of the mines, or is brought in, the output of ore will be immensely increased. The output of ore last year approximated \$6,000,000, and with the additional transportation and smelting facilities now being afforded this amount will doubtless be largely increased during 1897. Capitalists and practical miners have shewn their unbounded confidence in West Kootenay by investing millions of dollars in developing claims, equipping mines, erecting smelters, building tramways, etc., and an eminent American authority speaks of it as "the coming mining empire of the Northwest." In 1896, the population of West Kootenay was trebled, and the year witnessed the creation of a number of new mining camps which astonished the world with their phenomenal growth and prosperity. There are valuable timber limits in different parts of the country, and saw-mills are in operation.

The mining districts are easily reached from Revelstoke, on the main line of the Canadian Pacific Railway, about midway between the eastern slope of the Rockies and the Pacific coast. From this point a branch line south is completed to Arrowhead, at the head of Upper Arrow Lake, from which the fine new steamers of the Columbia & Kootenay Steam Navigation Co. are taken to Nakusp, near the foot of the lake, where rail communication with the towns of the Slocan, the principal of which are New Denver, Tree Forks, and Sandon, the centre of a rich mining region, has been established, and there is an excellent steamboat service on Slocan Lake. Steamers can also be taken from Arrowhead past Nakusp to Robson, at the mouth of the Lower Kootenay River, along the bank of which unnavigable river the C. P. R. runs by its Columbia & Kootenay branch to Nelson, the metropolis of the Kootenay mining district, in the vicinity of which are the celebrated Silver King and other mines. From Nelson, steamers ply to all the mining towns on the Kootenay Lake — Pilot Bay, Ainsworth, Kaslo, etc. From Robson the steamers continue down the Columbia to Trail, from which point Roseland, the centre of the new gold fields of the Trail Creek district, is reached by railway, and to Northport in the State of Washington.



FARM SCENE—AGASSIZ—BRITISH COLUMBIA.

## CHIEF TOWNS.

**Revelstoke**, on the Canadian Pacific Railway, is one of the chief towns of West Kootenay. It is a mining town between the Gold and Selkirk ranges, and is the chief source of supply for the country south of it, being the junction point with the Arrow Lake branch, and the Big Bend country to the north. Population 500.

**Nakusp**, near the foot of Upper Arrow Lake, is the initial point of the Nakusp & Slocan branch of the Canadian Pacific Railway. It is prettily situated and has the same adjuncts of civilization as the other mining towns.

**New Denver**, on the east side of Slocan Lake, at the mouth of Carpenter's Creek, is a rapidly growing town, with a population of 800. It is the seat of government of the Slocan district. Large shipments of ore are made from here to smelter points, a number of very valuable mines being clustered about the town. There is daily steamboat communication between New Denver, Roseberry, Silverton, Slocan City, Brandon, and other points on Lake Slocan, and the town has excellent hotel accommodation, etc.

**Roseberry** is a distributing point on the N. & S. railway, near the head of Slocan Lake.

**Silverton**, four miles south of New Denver on Slocan Lake, is a growing town near the celebrated Galena Farm.

**Ten Mile Creek** is a large shipping point on Slocan Lake.

**Slocan City** and **Brandon** are situated together at the foot of Slocan Lake, near which wonderfully rich finds have been discovered and mining operations are carried on extensively.

**Three Forks** is situated at the confluence of Seaton Creek and the north and south branches of Carpenter's Creek, on the Nakusp & Slocan Railway. Large concentrating works are erected near the town, with a daily capacity of 50 tons. A number of very rich mines are being operated within a short distance of Three Forks.

**Sandon**, the terminus of the Nakusp & Slocan Railway, and from which Kaslo is reached by railway, is a new mining town around which are several groups of the most valuable mines, chief among which is the Slocan Star.

**Cody** is a new town, one mile above Sandon, and is growing rapidly, being the centre for a group of very rich silver-lead and galena mines, amongst which is the Noble Five.

**Nelson**, an important business, government, court and customs centre of the Lower Kootenay district, with a population of 2,000, is situated on an arm of Kootenay Lake, 28 miles east of Robson, and from it points on the lake are reached by steamer. A smelter with a daily capacity of 250 tons is erected here, and an aerial tramway connects it with the celebrated Hall mines,  $4\frac{1}{2}$  miles distant.

**Kaslo**, on Kootenay Lake, is one of the bases of supplies for mines on the eastern slope of the Slocan district. Population 1000, which is increasing.

**Ainsworth**, on Kootenay Lake, is the centre of the Hot Springs mining district, from which considerable ore is annually shipped to the smelters. Hot sulphur springs are in the immediate locality.

**Pilot Bay**, also on Kootenay Lake, is where the extensive smelting works of the Kootenay Mining and Smelting Co., which have a capacity of 100 tons daily, and in which \$500,000 have been invested, are located.



**Trail**, on the Columbia river, a town without an existence in 1894, is the landing place for Rossland and the Trail Creek mining region with which it is connected by rail. Extensive smelting works with a capacity of 400 tons daily are erected here and the town boasts of first-class hotels, newspaper, general stores, etc. Its population of 1,500 is rapidly increasing.

**Rossland** is the largest town in the West Kootenay, its growth having been phenomenal. From a small mining camp in 1894 it has grown to the proportions of a thriving, bustling city with a population of 6,000 in January, 1897, which is increasing at the rate of 4,000 or 5,000 yearly. At Rossland, are the celebrated Le Roi, War Eagle and other mines whose illimitable richness brought this region into prominence. The city, which is eight miles from the United States boundary line and seven miles from Trail, has excellent hotels, well-furnished stores, public and private schools, chartered banks, is lighted by electricity and has a system of water-works.

### MINING LOCALITIES.

There are numerous mines at work in different sections of the district, chiefly in the Lower Kootenay country, in the north of which are the Kaslo-Slocan mines; in the centre, those around Nelson and Ainsworth, and in the south those of the Goat River and Trail Creek districts. There are no richer gold fields than those of the latter mentioned district, of which Rossland is the centre. Several mines are already operated extensively and are paying large monthly dividends, while new discoveries indicate that the full richness of this region cannot yet be even approximately estimated. Large shipments of ore are being made from Le Roi, War Eagle, Josie, Nickle Plate, Crown Point, Evening Star, Columbia & Kootenay, O. K., Jumbo, Cliff, Iron Mask, Monte Christo, St. Elmo, Lily May, Poorman and other leading mines, while the Centre Star and other properties have large quantities on the dump ready for shipment. With increased home smelting facilities, the output of the camp will be immensely increased. The most notable silver mines are in the famed Slocan district, from which large shipments of ore have been and are being made — the general character of its ore being high grade galena, often carrying 400 oz. of silver to the ton, and averaging 100 oz. and over. The principal mines are the Slocan Star, which paid \$300,000 in dividends in 1896, Enterprise, Reco, Good Enough, Whitewater, Alamo, Ruth, Two Friends, Dardanelles, Noble Five, Washington, Payne, Idaho, Mountain Chief and Grady groups. The Wonderful, two miles from Sandon, is the only hydraulic galena mine in the world. The Slocan is admitted to be the richest silver mining region in America to-day, and has the advantage of excellent transportation facilities. On Kootenay Lake are the well known Ainsworth group which are large shippers of ore. The Toad Mountain district around Nelson, and south of it, has a distinct gold, silver and copper belt, the ore being of that character known as "gray copper." There are a number of rich mining properties in this section, amongst others the Silver King or Hall mines, purchased for \$1,500,000 by an English company, which has constructed an aerial tramway to connect the mines with their own smelter at Nelson. A number of free milling gold claims have been located near Nelson recently. Hydraulic mining is also carried on at Forty-Nine Creek with profitable results. During the summer of 1896, some of the richest discoveries in the Kootenay were found in the Salmon river country, between the Lower Kootenay River and the international boundary. In the north, in the Illecillewaet, Fish Creek and Trout Lake districts are rich properties which are being worked, and around Lardeau, some valuable placer gold mines and extensive deposits of galena are being developed. Between the Gold Range and the Selkirks is the west side of the Big Bend of the Columbia River, that extends north of the 52nd parallel. This bend drains a

gold region yet awaiting complete exploration, but which has every indication of great mineral richness. Throughout the whole Kootenay country new discoveries are made every year, so that which is the richest claim of a district during one season may be surpassed by a dozen others in the following year.

The wages paid laborers are from \$2.50 to \$3.00 per day; \$3.00 to \$3.50 for miners; \$3.00 to \$4.00 for mechanics. Board is from \$5 to \$7 per week at mine boarding houses; from \$6 to \$10 at private boarding houses; and transient rates at hotels are \$2.00 to \$3.00 per day.

### EAST KOOTENAY DISTRICT.

East Kootenay, lying between West Kootenay and the eastern boundary of the province, comprises the larger part of the famous Kootenay region of British Columbia, which is entered from the east at Golden, on the Canadian Pacific Railway.

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 Canadian Pacific Railway and the probable construction of the branch roads and other lines within a few years will add marvellously to its prosperity. East Kootenay is, speaking generally, a good agricultural and pastoral as well as mining country, and during the past year has added a large number of actual farmers to its population who have taken up and are cultivating land.

It contains a valley nearly 300 miles long, from the international boundary line to the apex of the Kootenay triangle of the Big Bend of the Columbia, 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 River flows north from these, and the Kootenay River south through the valley. "It is," says Judge Sprout'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."

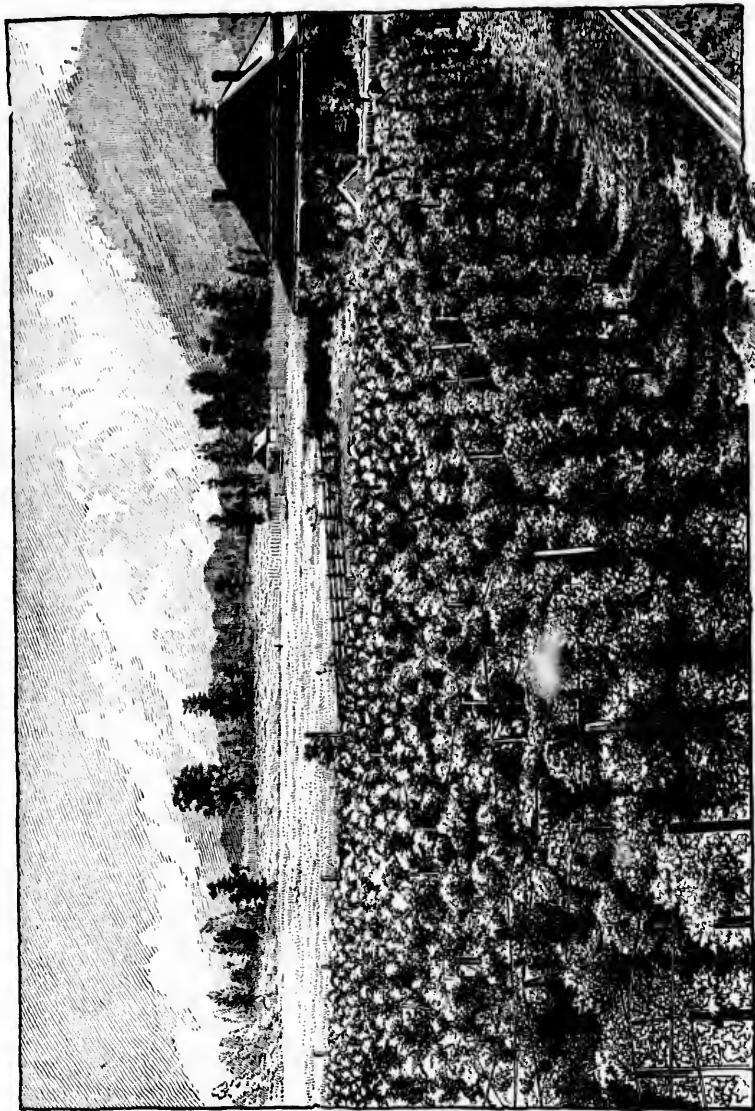
Nearly the whole of the area of the valley described is a bunch grass country, affording excellent grazing. The grass country is 250 miles long, of an average width of five miles, besides a number of lateral valleys of more limited extent. It is safe to say that the whole of the valley is fertile, though except in a few places its agricultural capabilities 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 great facilities for fishing and hunting; big game, trout and salmon abound.

Much is expected of the oil fields in the southeast portion of East Kootenay which were discovered several years ago, but which have been waiting capital to develop them. Over a large area of ground there are indications of the presence of oil.

### TOWNS.

The towns of East Kootenay are Field, near Mount Stephen; Golden, on the Columbia River at the mouth of the Wapta, and Donald, at the base of the Selkirk Range, all on the line of the Canadian Pacific Railway, Fort Steele, a mining centre of importance on the Kootenay River, about 40 miles from the head waters of the Columbia, and Sancho on Kootenay Lake further south. Prospectors, sportsmen, miners and others can supply their requirements at these places, and also at Windermere, on the Lower Columbia Lake, Thunder Hill Landing on Upper Columbia Lake and Cranbrooke.



HOP GARDEN IN BRITISH COLUMBIA

The present communication of the district is effected by the Kootenay mail line of steamers plying from Golden Station, on the Canadian Pacific Railway, southward for 120 miles to the Columbia Lakes. A steamer leaves Golden once a week, (Tuesdays, 6 a.m.) for Canon Creek, Carbonate, Humphrey's, Galena, Shorty's, McKay's, Gordon's, Windermere and Adela, connecting at the tramway with S. S. Pert to Thunder Hill and Canal Flat, at which there is a connection with North Star, Fort Steele, Tobacco Plains, on the U. S. boundary, and Jennings, Montana. The steamers connect with the trains of the Canadian Pacific Railway. The steambot 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. For climate of East and West Kootenay see page 25 southern zone.

### MINING LOCALITIES.

A large amount of work has been done in the mines of Jubilee and Spillimacheen Mountains, 45 miles above Golden, fine bodies of lead and silver having been opened up on the latter and several copper mines on the former. Back of Spillimacheen, on the several branches of the river of that name, in the region known as the McMurdo district, a number of promising claims have been located and worked to a considerable extent. Some of them are large gold quartz lodes, and others are small high-grade silver-lead veins. On Bugaboo Creek, a few miles south of Spillimacheen, silver-lead veins have been known for several years, and last season a large and well-defined gold quartz lode was discovered. On Toby Creek, opposite Windermere, there are numerous quartz locations, and also benches of hydraulic ground; and back of Windermere a silver-lead and copper property has been opened up and some high great carbonates shipped. The Jupiter group of claims, at the head of Upper Columbia Lake, extends about a mile on two great parallel gold bearing quartz lodes forming a ridge from 250 to 500 feet above the adjacent country, carrying gold in varying quantities. The Sun Lake is a similar property north of the Jupiter, and Gold Hill is south. Thunder Hill is also immediately north of the Jupiter, and has a 50-ton concentrator on the lake. Large low grade lead and silver and gold quartz lodes have been found up Findley Creek and on the South Fork. There are also high benches of hydraulic ground for miles along either side of Findley Creek. Beyond Gold Hill and Jupiter and on the same mineral belt, 25 or 30 miles further south, and 20 miles from Fort Steele, are the North Star and Sullivan groups. The former is a large lode, 15 to 30 feet wide carrying immense quantities of argentiferous galena and carbonates; and the shipment of ores to smelter points is paying large profits. The output in 1896 was 6,000 tons. The Sullivan mines which are of a similar character, are being developed. In fact, the whole country tributary to Fort Steele is developing with amazing rapidity. At Wild Horse, a few miles back of Fort Steele, hydraulic mining is being carried on extensively, and several good quartz claims are more or less opened up. In early days, this section was a rival of Cariboo in the marvellous output of its placer mines, the value reaching up in the millions. Still further south on Moyie Lake, large silver lodes have been discovered, and on Moyie River a considerable amount of gold is annually obtained from the placers. Gold quartz lodes have also been found on Moyie Lake and Weaver Creek.

In the Crow's Nest Pass are great coal mines only waiting for the completion of the railway to ship coal and coke to East and West Kootenay for smelting purposes, and extensive petroleum fields have also been found in the southeastern portion of the district.

## ALONG THE LINE OF THE CANADIAN PACIFIC RAILWAY.

Starting from Vancouver eastward, already described on page 5, the trains of the Canadian Pacific stop at

### NEW WESTMINSTER JUNCTION,

from which a branch line runs to the city of New Westminster. Twenty-three miles east of this is

### MISSION JUNCTION,

from which a branch line starts, and crossing the Fraser River, runs south to the international boundary, where rail connection is made for New Whatcom, Tacoma, Portland, San Francisco, etc. Twenty-eight miles east is

### AGASSIZ,

near which are the Harrison Hot Springs, where a large hotel is in operation with baths and other sanitary conveniences. At Agassiz the Dominion Government has established an experimental farm. Every kind of grain, vegetable, and fruit likely to succeed in a temperate climate is here tried, and from here settlers obtain seeds and cuttings that have been proved suitable to the country. Agassiz is the centre of an extensive hop-growing district. Thirty-two miles further along the line going east is

### YALE,

at the head of navigation on the Fraser, and formerly one of the principal towns of the Yale district, and twenty-six miles east of this is

### NORTH BEND,

a divisional point of the Canadian Pacific Railway, where one of the company's chalet hotels is situated, and whence parties desiring to explore the Fraser Canon and the neighboring gorges can with advantage proceed. Twenty-seven miles beyond North Bend on the line of railway is

### LYTTON,

at the junction of the Fraser and Thompson Rivers, once a busy mining town, and now giving indications of returning prosperity in consequence of the opening of mines in the vicinity.

### ASHCROFT,

on the Thompson River, is forty-eight miles beyond Lytton. It is the starting place of the stage line for the celebrated Cariboo mines and the northern district (page 14), and forty-seven miles east is

### KAMLOOPS,

a delightful health resort, in whose temperate climate may be found a natural sanitarium, the conditions being favorable for those afflicted with lung troubles. The country in this section is good grazing land; cattle and sheep thrive to perfection on the bunch grass, and cereals, fruit, etc., are successfully grown. Iron, cinnabar, mica, gold, copper and silver-lead discoveries have been made near Kamloops.

### SICAMOUS,

eighty-four miles east of Kamloops, on the great Shuswap Lakes, is the junction of the Shuswap & Okanagan Railway, operated by the Canadian Pacific Railway, which runs to Enderby and Vernon, the latter at the head of Okanagan Lake, from which the C. P. R. steamer "Aberdeen" plies tri-weekly to Kelowna and Penticton, from which the Boundary Creek mining regions are reached by stages.

## REVELSTOKE,

forty-three miles east of Sicamous, is a railway divisional point, and a busy mountain town on the Columbia River. From here a branch railway runs to Arrowhead, the head of Upper Arrow Lake, from which all points in the West Kootenay mining region are easily reached. The main line of the railway has by this time passed through the Coast and Gold ranges. After leaving Revelstoke it enters the Selkirk range and the famous Albert Canon—a remarkable gorge through which the Illecillewaet runs, where the train stops for passengers to alight to better view the canon—is soon reached. Continuing eastward, the line passes Ross' Peak and ascends the "loop" to the foot of Mount Sir Donald at

## GLACIER STATION.

Glacier House station is opposite Mount Sir Donald and about a mile and a half from the foot of the great glacier of the Selkirks. One of the Canadian Pacific Railway Company's chalet hotels, with an annex to meet increasing travel, is at this point (The Glacier House), and is most frequented by tourists and sportsmen. Though several other stations are passed,

## DONALD,

on the Columbia, as it flows northward, is the next town on the railway. It is a divisional point and the headquarters of the mountain section of the railway, the line east of this being in the western division. Here watches are put on one hour going east and put back one hour going west, to conform to standard time.

## GOLDEN,

on the Columbia River, is seventeen miles eastward of Donald. From here a steamer makes weekly trips (starting on Tuesday) up the Columbia to the lakes at the head of the river, and a good waggon road has been constructed from Golden to Fort Steele. From the head of navigation roads and trails lead to all parts of the mining district, and steamers connect with mining camps on the Kootenay river. Soon after leaving Golden the railway passes through Kicking Horse Pass into the Rocky Mountains, where the principal station is

## FIELD,

near Mount Stephen. The Canadian Pacific Railway Company has a chalet hotel here, and there is a small town, or village, at which supplies for miners, travellers and sportsmen can be obtained. From Revelstoke to Field, and beyond to the Gap, where the mountains end and the plains begin, the scenery is the finest on the continent, but the value of the district is in its rich mineral deposits, which are from time to time discovered, and the development of which is partially seen at several points along the line.

## MINERALS OF BRITISH COLUMBIA.

It would be difficult to indicate any defined section of British Columbia in which gold or silver has not been, or will not be found. The first mines discovered were on the Thompson River; then on the Fraser and Hope, and continued up the Fraser to the Cariboo district.

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 intervenes between these two extreme points. Until recently the work has been practically placer mining, a mere scratching of the surface, yet over 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 have been made in the neighborhood.

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 are found, or the old ones traced to the quartz rock, and capital and adequate machinery brought to bear upon them. In no section in this more strongly demonstrated than in the famed Cariboo region, where during the past three years hydraulic mining has been commenced on a large scale, and improved plant to the value of over half a million dollars introduced. During the past year, a grand total of 43 miles of ditch flume and pipe have either been constructed or put in working order. Already the results have been most satisfactory, and there is every indication of a yield of the precious metal that will astonish the world and revolutionize mining in northern British Columbia, which had hitherto been conducted in a somewhat crude fashion. The recognized and greatest authority on mineralogy in Canada, Dr. G. M. Dawson, F.R.G.S., who for fifteen years was engaged in exploring British Columbia, says: "The explorations of the Geological Survey of Canada have already resulted in placing on record the occurrence of rich ores of gold and silver in various places scattered along the entire length of the Cordilleran (Rocky Mountain) region in Canada. . . . Because a mountainous country, and till of late a very remote one, the development of the resources of British Columbia has heretofore been slow, but the preliminary difficulties having been overcome, it is now, there is every reason to believe, on the verge of an era of prosperity and expansion of which it is yet difficult to foresee the amount or the end. . . . Everything which has been ascertained of the geological character of the Province, as a whole, tends to the belief that so soon as means of travel and transport shall be extended to what are still the more inaccessible districts these also will be discovered to be equally rich in minerals, particularly in precious metals, gold and silver."

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."

There are large areas still open to the poor prospector, and there are 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.

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.

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 the West Kootenay, from whose mines it is estimated between \$2,000,000 and \$3,000,000 in ore were shipped within the past year. Railroads in this section are opening up the country and several new smelters have been erected and are in operation, smelting the ore in close proximity to the mines. There can be no doubt that the output will be largely on the increase as development work shows more ore in sight every day.

Great iron deposits exist on Texada Island, and copper deposits have been found at several points on the coast of the mainland, Howe Sound, Jarvis Inlet, the Queen Charlotte Islands and other points. Cinnabar and platinum have been found in small quantities during the process of washing gold.

A ledge of cinnabar, found on Kamloops Lake, is operated by the Cinnabar Mining Co. The true vein is reported as being fourteen inches thick, and there appears to be a large scattered quantity besides. Assays give a high percentage of mercury, and the mine, which is now being actively worked, is pronounced to be a very valuable one.

In Alberni District on the west coast of Vancouver Island a considerable amount of work is in progress. Numerous quartz veins have been discovered and are being opened up; a mill run from one of these claims gave a yield of \$30.00 per ton. In the same district two hydraulic claims have commenced work on China Creek with every prospect of success.

Bituminous coal has been extensively worked for many years past at Nanaimo, on Vancouver Island, at which place there are large deposits, and indications of coal have been found at several other places on that Island.

Several seams of bituminous coal have been discovered on the mainland and the New Westminster and Nicola districts, and other indications of coal have been found in many 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 a large area.

A most phenomenal discovery of coal has been made in the Crow's Nest Pass of the Rocky Mountains. Here no fewer than twenty seams are seen to outcrop, with a total thickness of from 132 feet to 448 feet.

Anthracite coal is now being extensively mined at "Anthracite," on the line of the Canadian Pacific Railway, just outside British Columbia, and some 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 Island will be traced to Vancouver.

## TIMBER.

No other province of Canada, no country in Europe, and no state in North America, compares with British Columbia in respect to its timber.

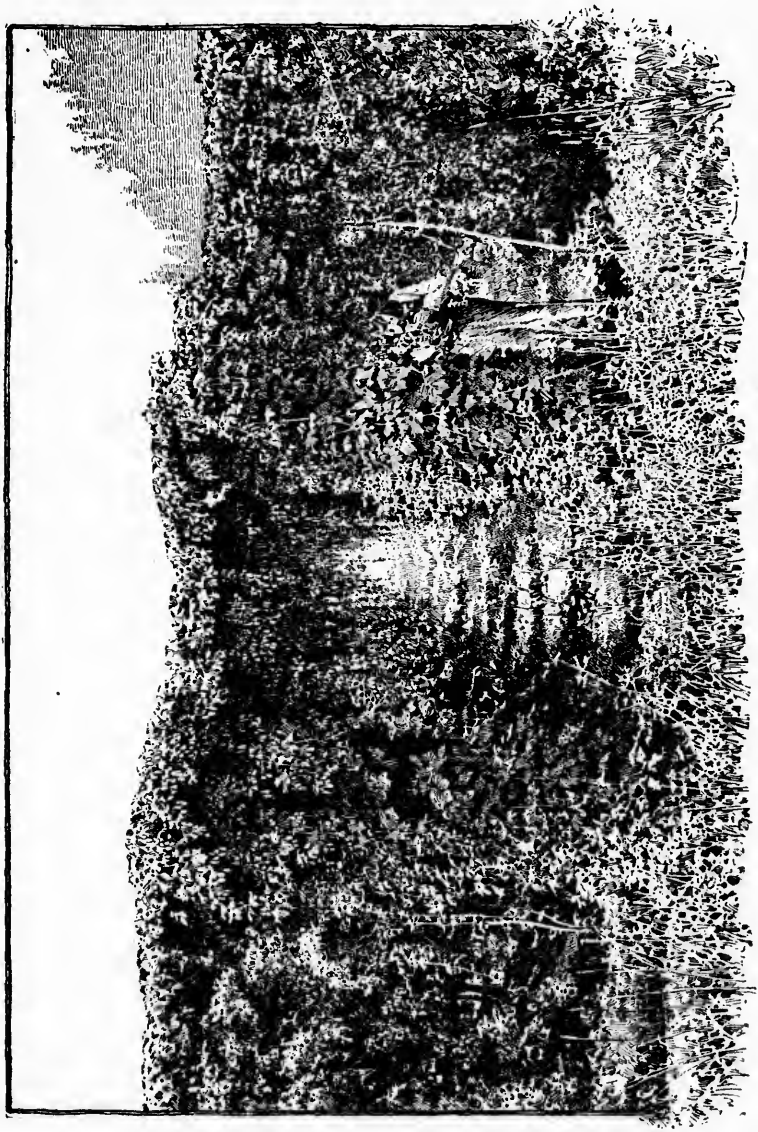
There are prairies here and there, valleys free from wood, and many openings in the thickest country, which in the aggregate make many hundred thousand acres of land on which no clearing is required, but near each open spot is a luxuriant growth of wood.

The finest growth is on the coast, and in the Gold and Selkirk ranges. Millions on millions of feet of lumber, locked for centuries past, have now become available for commerce. In 1895 the quantity cut amounted to 112,884,640 feet, an increase of about 40 per cent over that of the previous year. The Canadian Pacific Railway passes through a part of this, and crosses streams 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, including:

*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 specially fit it for masts and spars.

The *White Pine*, resembling the White Pine of the Eastern Provinces, making the most valuable lumber in their markets; the Black Pine, the Bull Pine, the Yellow Cypress (commonly called the Yellow Cedar), the Western





HOF RANCH AT AGASSIZ—BRITISH COLUMBIA.

Larch (sometimes called Tamarac), Engleman's Spruce, Manzie's Spruce, the Great Silver Fir, Balsam Spruce, besides Oak, Elm, Maple, Aspen, and other deciduous trees. These several growths are found more or less throughout the Province, both on the mainland and the adjacent islands. The Douglas Spruce, the largest and most valuable, attains its greatest size in the neighborhood of the coast, but is found elsewhere. Owing to the variety of climates in British Columbia the several classes of trees named are to some extent localized.

### LAND.

As indicated in the descriptions of the several districts forming the mainland portion of British Columbia, the land varies in quality in different sections. There is almost every description and quality of land from the rich river bottom land, such as that in the Fraser delta, to the light covering of moss and sand at high altitude on the mountains. Between Yale and the coast in the New Westminster district, where the rainfall is regular, the land of the valleys is rich and heavy; east of Yale, where the rainfall is slight and irregular, there is a considerable quantity of good land, very productive, under irrigation. In the Nicola and Okanagan valleys of the Yale district, and in both the Kootenays, there is a quantity of very fertile land in some parts, as in the Okanagan section, requiring irrigation and in other places sufficiently cared for by the rainfall. On the higher lands the bunch grass grows freely and affords the best pasturage for cattle. Where water is convenient for irrigating purposes, grains and vegetables succeed well in those sections otherwise used only for grazing. Along the Fraser valley fruit ripens well. A great number of varieties have been tried at the experimental farm at Agassiz, and the more delicate fruits have been successfully cultivated. Still greater success has been achieved in the Okanagan valley, a considerable distance east of Agassiz, so that in all parts of British Columbia south of the Canadian Pacific Railway, the land, when worked as circumstances require, is found to be of first quality for agricultural purposes. North of the railway line, in the districts of Lillooet and Cariboo, there is a considerable quantity of land adapted to farming, and still larger tracts admirably suited for cattle raising.

### PROVINCIAL GOVERNMENT LANDS.

Crown lands in British Columbia are classified as either surveyed or unsurveyed lands, and may be acquired by entry at the Government Lands Office, pre-emption or purchase.

The following persons may 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 (that is unreserved for Indians or others, or unrecorded in the name of any other applicant).

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

The quantity of land that 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 his family.

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 family is deemed cessation of occupation; but leave of absence may be granted not exceeding four months in any one year, inclusive of two months' absence.

Land is considered abandoned if unoccupied for more than two months consecutively.

If so abandoned the land becomes waste lands of the Crown.

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

The settler shall have the land surveyed at his own instance (subject to the rectification of the boundaries) within five years from date of record.

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.

The price of Crown lands, pre-empted, is *one dollar*. (4 shillings) per acre, which must be paid in *four equal instalments*, as follows: First instalment two years from date of record or pre-emption, and yearly thereafter, but the last instalment is not payable till after the survey, if the land is unsurveyed.

The Crown grant 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 gross 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 settler are entitled to the Crown grant on his decease.

Landlords may divert, for agricultural and 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; and 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.

#### DOMINION GOVERNMENT LANDS.

All the lands in British Columbia within twenty miles on each side of the Canadian Pacific Railway line are the property of Canada, with all the timber and minerals they contain (except the precious metals). This tract of land, with its timber, hay, water powers, coal, and stone, is now administered by the Department of the Interior of Canada, practically according to the same laws and regulations as are the public lands in Manitoba and the North-West Territories, except that the homesteads must not only be resided upon and cultivated for not less than six months in each of the three years after entry, but they must also be paid for at the rate of one dollar per acre. Dominion lands in the province may also be acquired by purchase, free from settlement conditions. Agencies for the disposal of these lands have been established at Kamloops, in the mountains, and New Westminster, on the coast. The minerals in this tract, other than coal and stone, are administered by the British Columbia Government.

## EDUCATION.

Free schools are established throughout the Province. Whenever a minimum daily attendance of at least ten pupils can be secured, the Government supplies a certificated teacher, so that there is hardly a settlement in the country too small for the advantages of a common school education to be afforded its children. There were in 1896, 200 public schools throughout the Province, educating 15,000 children. About one-fifth of the total revenue of the Province is thus expended, irrespective of the large yearly grants from the Department of Land and Works for the erection of school houses, etc., and a sum almost equal which city municipalities pay in salaries to their own teachers. In these latter there are also high schools which provide a more advanced instruction, and a number of private academies.

## FISHERIES.

An important part of the trade of British Columbia is 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 during the spawning season by the sight of broad expanses of river, or deep pools packed almost solid with wriggling masses of splendid fish making their way to the spawning grounds, 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 five different kinds of this fish, the spring or tyhee, sockeye, coho, dog and humpback, the two latter being of no commercial value, and they arrive from the sea at different times. There are fifty-five canneries in the Province, each employing about 300 men during the season. Each cannery costs from \$30,000 to \$40,000 equipped, so that over \$2,000,000 are invested in this enterprise. Of these, thirty-five are on the Fraser (three being double). The value of the fish catch has increased enormously, largely owing to the establishment of fish hatcheries. In 1876 it amounted to \$104,697; in 1880 to \$718,355; in 1885 to \$1,078,038; in 1890 to \$3,487,432, and in 1894 to \$3,954,228. The annual salmon pack has increased since the beginning of the industry in 1876 from 9,847 cases to 566,395 in 1895, valued at \$2,831,875, and owing to the fish hatcheries established by the Government, there is no danger of the rivers being depleted, one authority stating that the greater the catch the larger the number of fish to be caught. Besides this the fish consumed yearly in the Province, and exported fresh amounts to \$250,000. During the fourteen years, 1883 to 1896 inclusive, the value of the salmon caught was \$25,000,000, and to this should be added the catch of halibut, sturgeon, herring, oolachan, trout, cod, etc.

Besides the salmon are the oolachan, which come in great numbers, and supply a valuable oil largely used by the natives. The black cod, a superior food fish, abounds from Cape Flattery northward. Cod, similar to the eastern variety, are taken on the banks off the coast of Alaska. Halibut of fine quality and large size are plentiful in the inner waters, on the banks off the west coast of Vancouver Island, and further north. The halibut fisheries are just being developed, and during the past three years large quantities were exported. The estimated catch of last season was 4,000,000 lbs. Sturgeon of very heavy weight and occasionally up to 1,000 pounds are numerous in the Fraser and large rivers; 1893 and 1894 were the first years for exporting this fish, and higher prices were secured than for sturgeon caught elsewhere. There is a great future for this industry, especially in the manufacture of caviare which

Prof. Prince, Dominion Fishery Commissioner, has pronounced equal to the Russian article. The surf smelt and common smelt and anchovy are abundant, and valued for the table. Herring is plentiful, and trout abound in the lakes, rivers and streams of the whole Province.

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 other seas toils year in and year out for others, may here own his own home, his piece of land and his boat by no man's favour.

### TRADE.

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 in the last decade, that speaks volumes for the progress and enterprise of the people. It is now the largest in the world per head of population except Holland. In 1871, the imports were \$1,789,283 and the exports \$1,858,050, which increased in 1886 respectively to \$4,011,726 and \$2,891,811, a total of \$6,903,537, and in 1896 to \$5,526,490 imports and \$10,576,524 exports—a total of \$16,103,014. Prominent exports are fish, coal, gold, silver, timber, masts and spars, furs and skins, fish oil, and hops. A large portion of the salmon, canned and pickled, goes to Great Britain, Eastern Canada, the United States, South Africa and Australia; the States and Hawaiian 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 dog-fish at the Queen Charlotte Islands, are consigned to the States annually, and also to the Hawaiian Islands. Gold and silver ore, valued in the millions, is shipped annually to the smelters in the United States. These industries, though already of considerable importance, are destined to become very large as well as very profitable enterprises in the near future. A large inter-provincial trade with Eastern Canada, Manitoba and the North-West Territories is rapidly developing. With the shipping facilities offered by the Canadian Pacific Railway and the magnificent steamship lines to Japan, China, Australia and the Hawaiian and Fijian Islands, 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.

### CLIMATE.

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.

The southern zone, taking that to be between the international boundary line  $49^{\circ}$  and  $51^{\circ}$  north latitude, and east of the coast range beginning at Yale, comprising 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. The region about Kamloops especially possesses an equable and temperate climate, and owing to its dryness is peculiarly beneficial to those affected by consumption or other lung troubles.

It is in this zone that so much bunch-grass country exists, which offer so many advantages for cattle and sheep-raising. The mean annual temperature 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 the heat and cold are compared. The rainfall at a point on the Thompson River, 700 feet above the sea, was measured in the year 1875 and showed 799 inches, together with melted snow making 11.84, while at Esquimalt it was 35.87. 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, 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.

The report of the Geological Survey of Canada says of it: "The whole of British Columbia south of latitude  $52^{\circ}$  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 be ever kept in sight." Some years ago General Mooly, R.E. formerly Lieutenant-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."

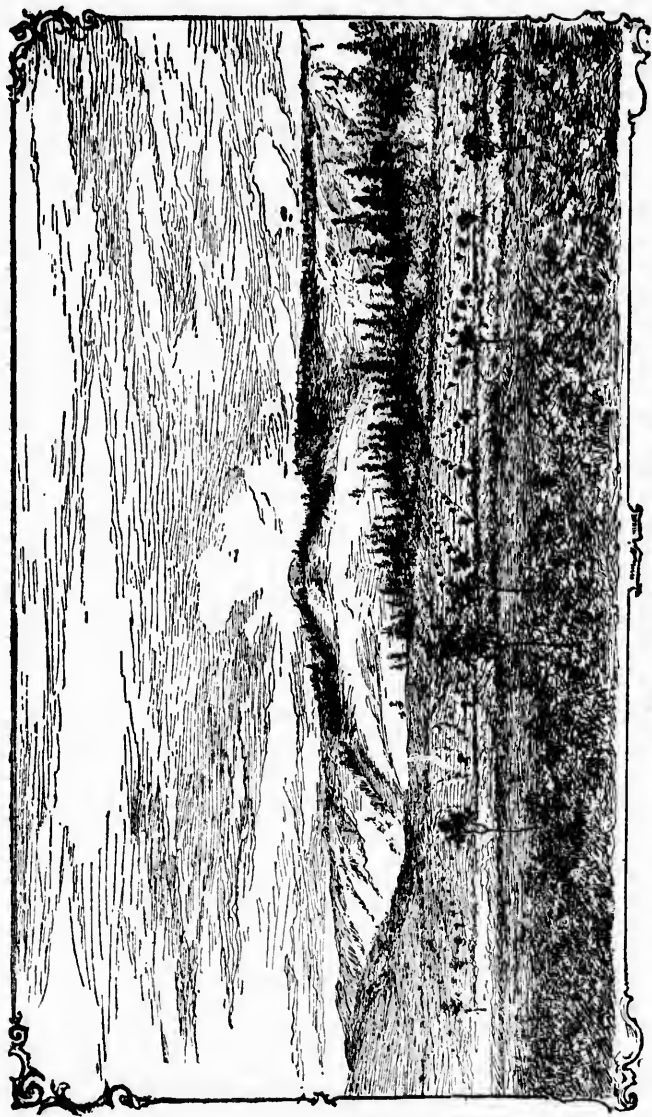
## THE MIDDLE ZONE.

This comprises the region between  $51^{\circ}$  and  $53^{\circ}$  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 there 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  $122^{\circ}$  the land falls towards the valley of the 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 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 other country of its size, and that the lines of demarcation between one and the other are singularly abrupt and well defined.



YOUNG ORCHARD—BRITISH COLUMBIA

## SPORT.

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, grizzly, black and brown bears, panthers, lynx, 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 season. In the lakes and rivers are to be found a great variety of fish.

In the foregoing pages the statements made, with the exception of the land laws and educational facilities, have applied almost exclusively to British Columbia on the mainland, and not to the adjacent islands.

## VANCOUVER ISLAND.

Vancouver Island is the largest 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 about 15,000 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 gladet 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 rich valleys, and on the east coast the soil is so good that great encouragement is offered to agricultural settlement and fruit growing.

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 scenery is picturesque and varied.

The island is rich in mineral wealth, besides the great coal mines of Nanaimo, whose output amounts to 1,000,000 tons annually, there being discoveries of gold and other valuable metals in several districts. The region about Alberni has recently come into prominence owing to the rich "finds," and it is expected that this district will rank high among the gold producing centres of the north as development already well under way progresses. Some of the rocks of the island furnish excellent building material, the gray granite being equal to Scotch and English granites.

The principal harbour is that at Esquimalt, which has long been the rendezvous of the British squadron in the North Pacific. It is situated at the south end of the island, on the eastern side. There are, however, numerous good harbours both on the east and west coasts of the island, notably Nanaimo and Departure Bay on the former, and Alberni Canal and Quatsimo Sound on the latter.

**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 San Juan de Fuca, the Olympian range in Washington, 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 a 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, the new government buildings costing \$800,000 when completed especially being an imposing structure. Many of the manufacturing interests of the province are centred at Victoria. It has one of the largest iron works on the Pacific Coast outside of San Francisco, and several smaller foundries and machine shops, and many factories. The city is amply provided with educational facilities, both public and private.

Victoria has the advantage of being a port of call of the Canadian Pacific Railway Company's Royal Mail Steamship Line of steamers to and from Japan, China and Australia, and several other lines. Steamers run daily between Victoria and Vancouver, and the trip from city to city through the clustered isles of the Straits of Georgia is very pleasant. 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 favorite 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 particularly adapted to fruit culture. Here every variety of fruit grown in a temperate climate attain peculiar excellence, and fruit culture promises to become a leading industry in the near future.

**Esquimalt.**—There is a small town at the northern corner of the harbour of Esquimalt. The nucleus of it is 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, hotels or inns, and a number of residences and business buildings. 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 5,000, but taking in the mining districts immediately tributary to it the population would probably be between 9,000 and 10,000. Nanaimo ranks 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 coal is now acknowledged to be superior for all practical purposes to any coal on the Pacific Coast. Four companies operate the mines in the vicinity of Nanaimo. Large quantities are sent to San Francisco, to the Hawaiian 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, waterworks, telephone, and several manufacturing industries, and daily and semi-weekly newspapers. Much of the land is excellent for agricultural purposes. There is a week-day train service between Nanaimo and Victoria and connections by steamer with Vancouver.

These three places, Victoria, Nanaimo and Esquimalt, all on the southeastern corner of Vancouver Island, are the principal centres. There are smaller communities on the island, mainly on the southeast 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 great advantage. Saa-

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nich is another farming settlement at the extreme southeast; Maple Bay, Chemal-  
nus, Somenos, all in the neighborhood of Cowichan; Comox, some 60 miles  
north of Nanaimo, in the vicinity of which are some of the principal logging  
camps; Union, where large coke ovens have recently been erected, and Sooke, a  
short distance southwest of Esquimalt. Alberni on the west coast, where gold  
in quantities has recently been discovered, is attracting attention and promises  
to become a great mining region with one or two towns of importance.

### THE SOIL OF VANCOUVER ISLAND.

The soil of Vancouver Island varies considerably. In some parts are depo-  
sits 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 avail-  
able 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 follow-  
ing 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.

### TIMBER.

The timber of Vancouver Island is one of its richest products. Throughout  
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 arborous 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 30 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 very exceptional indeed. 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 very rarely break over Vancouver Island, distinct rum-  
blings only having been heard twice in ten years. It is this climate, combined  
with the situation of Victoria, that makes that city such a pleasant abiding place.

### HOW TO REACH BRITISH COLUMBIA.

FROM EUROPE.—The Canadian transatlantic steamers from Europe, from  
about 20th November to 1st May, land their passengers at Halifax, Nova Scotia,  
or St. John, N. B., the Canadian winter ports. From both places passengers are  
carried direct to Montreal in the Canadian Pacific's cars. During the summer  
and autumn months (about 1st May to 12th November) steamers land passen-  
gers at Quebec, and thence the continent is crossed to Vancouver via the Cana-  
dian Pacific Railway. When landed at New York the route thence is via Montreal.

The Atlantic passage usually takes from eight to ten days, and the railway trip from Montreal five days. A passenger can usually go through to British Columbia from England in less than a fortnight by crossing the continent on the Canadian Pacific Line.

It is advisable to book through to Vancouver or Victoria, the tickets being exchanged at the port of landing—Halifax, St. John, Quebec, Boston or New York. Efforts may be made to induce passengers to purchase tickets by roundabout routes, which oftentimes necessitate expensive stoppages and inconvenient transfers on the way. A passenger should insist on having a ticket by the Canadian Pacific Railway, which is *the only direct and continuous route*.

While passing through Eastern Canada colonists for British Columbia should apply, in case of need, to the local immigration officers of the Canadian Pacific Railway Company or of the Dominion of Canada, who will give honest advice and information.

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, and Glasgow.

**FROM THE UNITED STATES.**—From Oregon, Washington, Nevada and California via Huntington, B.C., or Vancouver.

From the Dakotas, Minnesota, Illinois, Kansas, Nebraska, Iowa and Missouri, via the Soo-Pacific line, entering Canada at Portal, and connecting with the Canadian Pacific Railway.

From Eastern States via Montreal, P.Q., or Prescott, Ontario, or via Toronto.

### HOW TO SEND MONEY TO BRITISH COLUMBIA.

The colonist from Great Britain 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 any bank in London having an agency in British Columbia, such as Bank of Montreal, Bank of British Columbia, Bank of British North America, Imperial Bank, etc. This will avoid risk from loss on the way.

United States currency is taken at par in business circles.

### 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.

The Government, or Canadian Pacific agent at port of arrival will furnish information as to lands open for settlement in the respective districts, farms for sale, demand for labor, rates of wages, routes of travel, distances, expense of conveyances, etc.

The colonist 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.

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 no more than in the adjacent United States territory, and can be purchased at a reasonable advance upon ruling prices in Ontario and the provinces of Eastern Canada. Good board and lodging at hotels costs from about \$5 to \$6.50 per week, or 20s. to 26s. sterling.

Board and lodging per day \$1, or 4s. sterling; single meal, 25c. and 50c., (1s. and 2s. sterling); beds, \$1 00, 50c. and 25c., (4s., 2s. and 1s.) Rates at some boarding houses are a shade lower.

## SYNOPSIS OF BRITISH COLUMBIA MINING LAWS.

(Subject to Alteration.)

Every person over eighteen years of age, and every joint stock company shall be entitled to all the privileges of a free miner, on taking out a free miner's certificate, the cost of which is \$5 00 a year, and is procurable from any Gold Commissioner or any Mining Recorder. A free miner can locate and hold mineral and placer claims, under the mining laws in force at the time, during the continuance of his certificate, but no longer.

A mineral claim must not exceed 1,500 feet long by 1,500 feet wide, and must be marked by two legal posts, numbered 1 and 2, placed as nearly as possible on the line of the lode or vein, and not more than 1,500 feet apart. The line from 1 to 2 is the location line, and the claim may extend any number of feet to the right and to the left of said location line, provided the total distance on both sides does not exceed 1,500 feet.

A legal post marked "Discovery Post" must also be placed on the lode where it was discovered. On No. 1 post must be written: "Initial Post," the name of the claim, the name of locator, date of location, approximate bearing of No. 2 post, length and breadth of claim, and number of feet to the right and number of feet to the left of location line. On No. 2 post: Name of claim, name of locator, and date of location. The line from 1 to 2 must be distinctly marked by blazing trees, cutting underbrush, or planting posts.

All records must be made at the Mining Recorder's office of the mining division in which the claim is situated, with affidavit that mineral has been found on the claim. A mineral claim must be recorded within fifteen days after location, if within ten miles of the office of the Mining Recorder. One additional day is allowed for every additional ten miles. The locator must furnish the Mining Recorder with the following particulars, in addition to the affidavit above mentioned, at the same time the claim is recorded, paying a fee of \$2.50 for recording claim and 25 cents for filing affidavit: Name of claim, name of locator, number of location, number of Free Miner's certificate, where the mine is situated, direction or bearing of location line, length and breadth of claim, number of feet to the right and number of feet to the left location line, and date of location.

To hold a mineral claim, work to the value of \$100 must be done on the claim each year from date of record, to the total value of \$500. An affidavit made by the holder, or his agent, giving a detailed statement of the work done must be filed with the Gold Commissioner or Mining Recorder, and a certificate of work obtained from the Gold Commissioner or Mining Recorder, and recorded (fee \$2 50) before the expiration of each year from the date of record. The holder of adjoining mineral claims may, subject to filing a notice of his intention with the Gold Commissioner or Mining Recorder, perform on any one or more of such claims all the work required to entitle him to a certificate of work for each claim. Any money or labor expended in constructing a tunnel to develop a vein or lode will be deemed to have been expended on such vein or lode. In lieu of the above annual work, the holder of a mineral claim may pay to the Mining Recorder \$100, get a receipt and record the same, each year for 5 years from date of record.

To obtain a certificate of improvements to a mineral claim the holder must have done work on his claim to the value of \$500; had the claim surveyed and marked out by a provincial land surveyor, whose field notes and plan must be immediately forwarded to the Lands and Works Department; posted notice on claim and in Mining Recorder's office for sixty days; filed copy of surveyor's field notes and plan with Mining Recorder; inserted copy of notice in *British*

*Columbia Gazette* and in some provincial newspaper circulated in the district, for sixty days after posting notice on claim; and filed with Mining Recorder affidavit of himself, or his agent, in the required form and to the effect that the above conditions have been complied with.

Applications for Crown grants must be made to Gold Commissioner within three months from date of certificate of improvements. The holder of a certificate of improvements, on making application for Crown grant, must enclose certificate of improvements and the Crown grant fee of \$5. The holder of a certificate of improvements, which has been duly recorded, in respect of a mineral claim *outside* the railway belt, is entitled to a Crown grant of such claim on payment of Crown grant fee, \$5, and making application as above; but in respect of a claim within the railway belt, a further payment of \$5 *an acre* is required. *Or*: Any lawful holder of a mineral claim can obtain a Crown grant by paying to the Government of British Columbia \$500 in lieu of expenditure on claim, after having complied with all the provisions relating to certificates of improvements except such as have respect solely to work required to be done on the claim.

### PROVINCIAL MINING BUREAU.

By the establishment of a mining bureau in British Columbia by the Provincial Government, under the superintendency of Mr. William A. Carlyle, of McGill University, Montreal, valuable information regarding mineral formations and deposits and mining properties is authentically disseminated throughout the country by means of official reports made after actual personal inspection.

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"THE GOLD FIELDS OF CARIBOO AND KOOTENAY," issued by the Canadian Pacific Railway Co., which contains valuable information regarding those mining regions, can be obtained free from the Company's agents.



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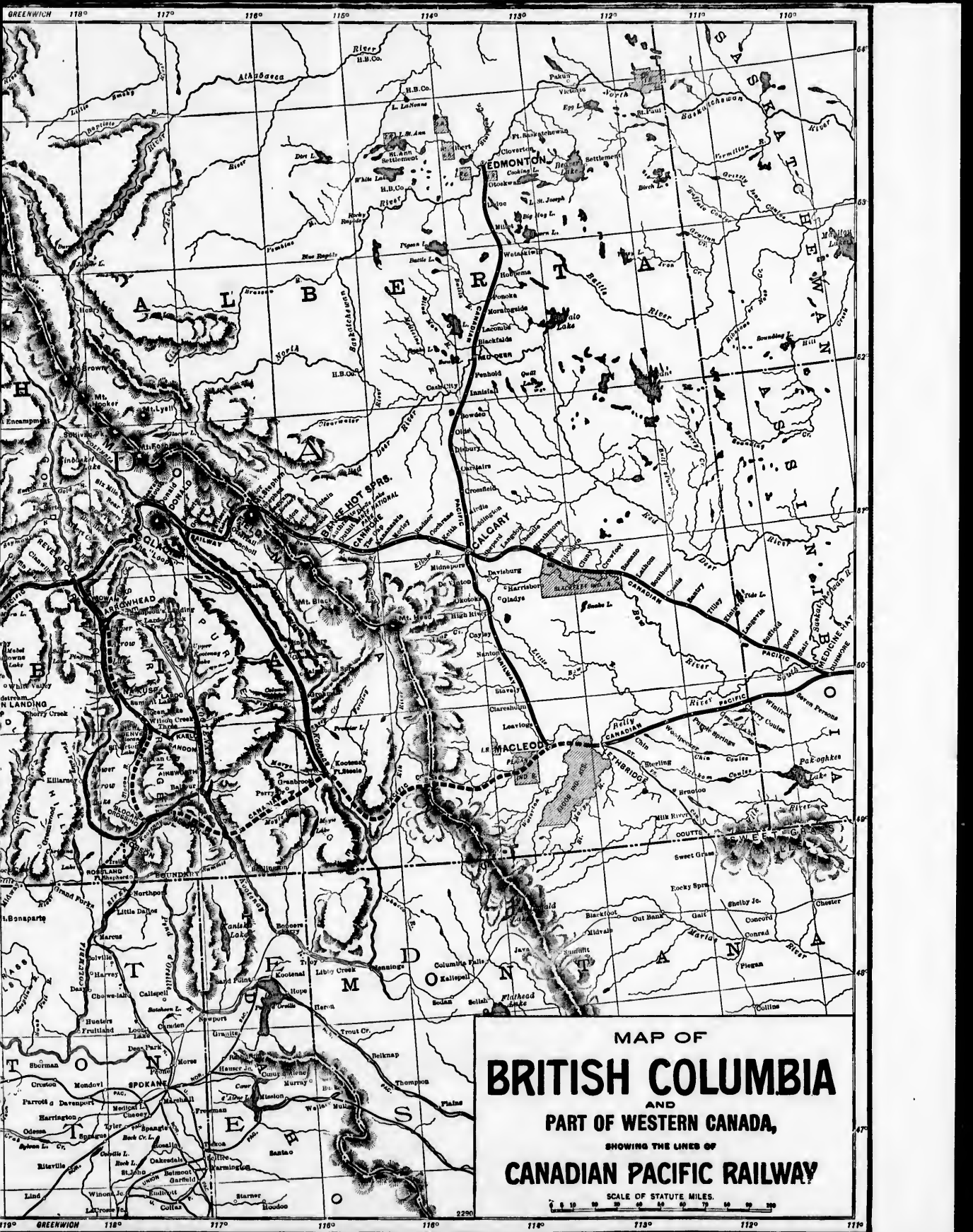


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MAP OF  
**BRITISH COLUMBIA**  
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 PART OF WESTERN CANADA,  
 SHOWING THE LINES OF  
**CANADIAN PACIFIC RAILWAY**

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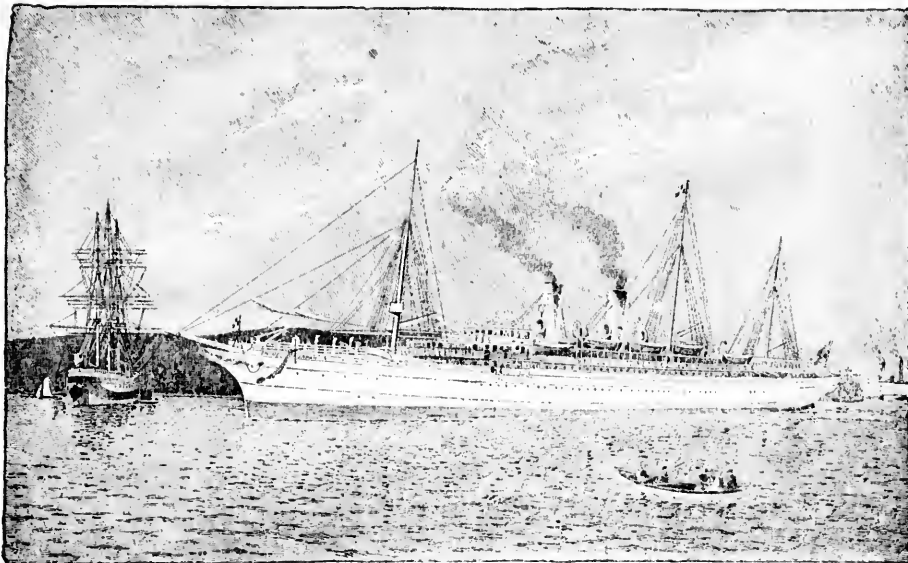
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CONSISTING OF THE MAGNIFICENT TWIN-SCREW STEAMSHIPS:

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  EMPRESS OF CHINA

Sailing every four weeks in winter and every three weeks in summer between Vancouver and Victoria, B.C., and Yokohama, Kobe and Nagasaki, Japan, Shanghai, China, and Hong Kong. These steamships are of 6,000 tons register, with a speed of 16 knots, and are the only Twin-Screw Vessels on the Pacific. The shortest and smoothest route across the North Pacific avoiding the uncertain weather of more southerly latitudes, is followed and with the superior speed of the Empresses enables the voyage to be made in from a week to ten days quicker time than is required by any other route.



## CANADIAN-AUSTRALIAN S. S. LINE.

The Royal Mail Steamships **WARRIMOO** and **MHOWERA** give a monthly service between Vancouver and Victoria, B.C., and Sydney, N.S.W., via Honolulu, Hawaiian Islands, and Suva, Fijian Islands.

Passengers booked from London or Liverpool, New York, Boston, Montreal, Toronto, or any of the principal cities of Canada and the United States.

These vessels carry an experienced medical man and a stewardess on each voyage, and are in every respect superior to any other ships that have as yet sailed the Pacific Ocean.

For passage, handbooks of information, or Trans-Pacific or Japanese Guide, apply to

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Insist on getting your tickets via the Canadian Pacific Railway. Colonists receive special attention by this route. Free Colonial Sleeping Cars being supplied for their accommodation.

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.

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