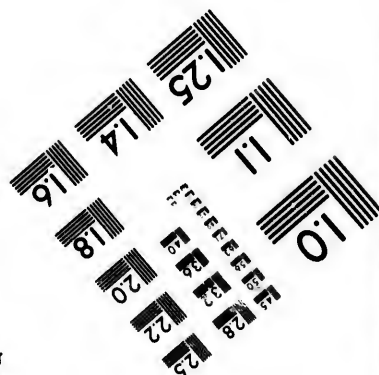
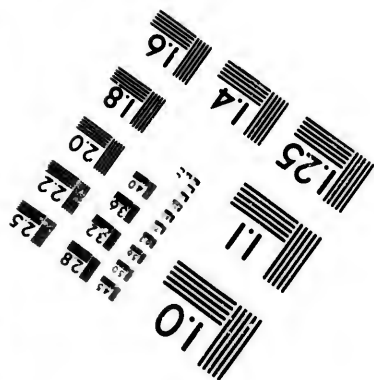
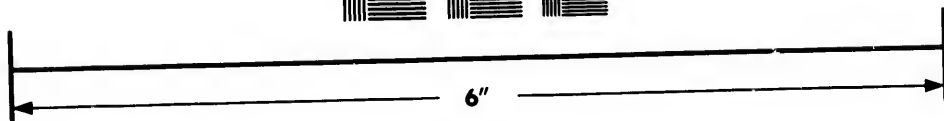
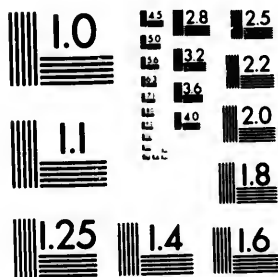


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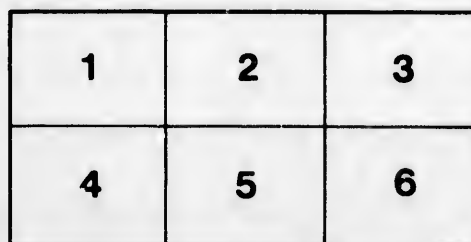
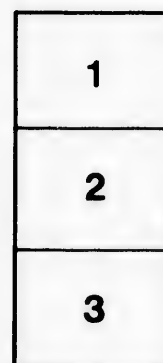
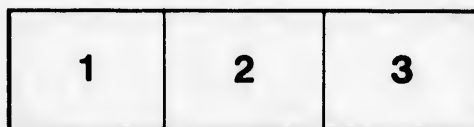
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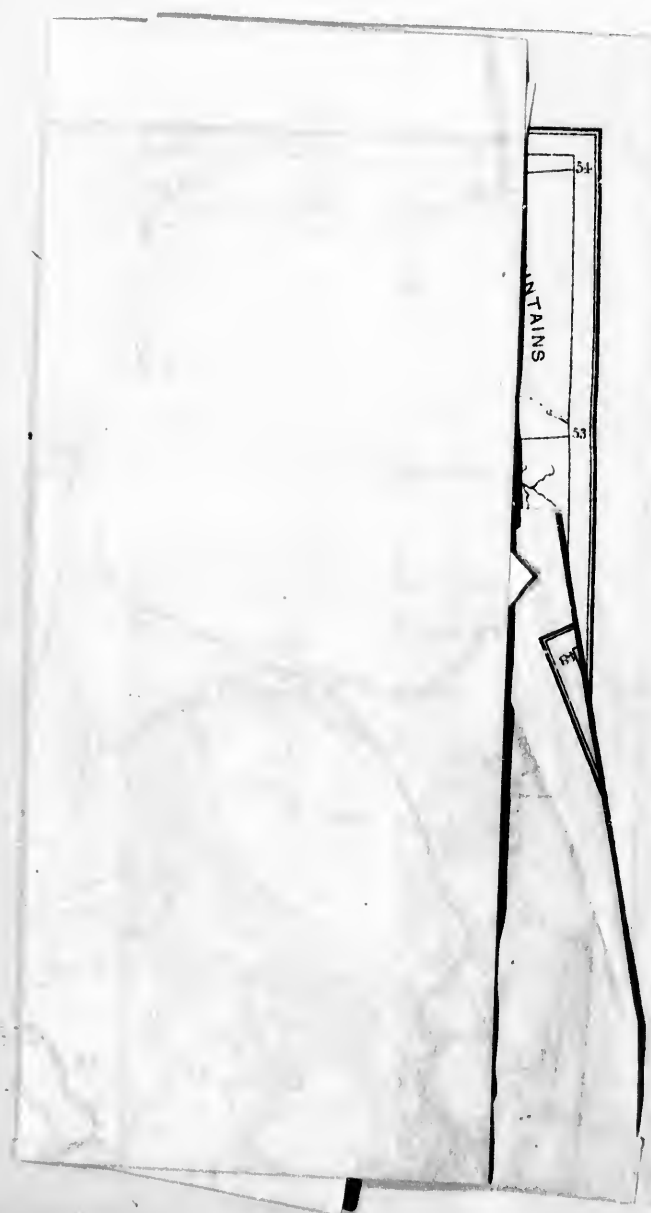
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A HAND-BOOK
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BRITISH COLUMBIA
AND
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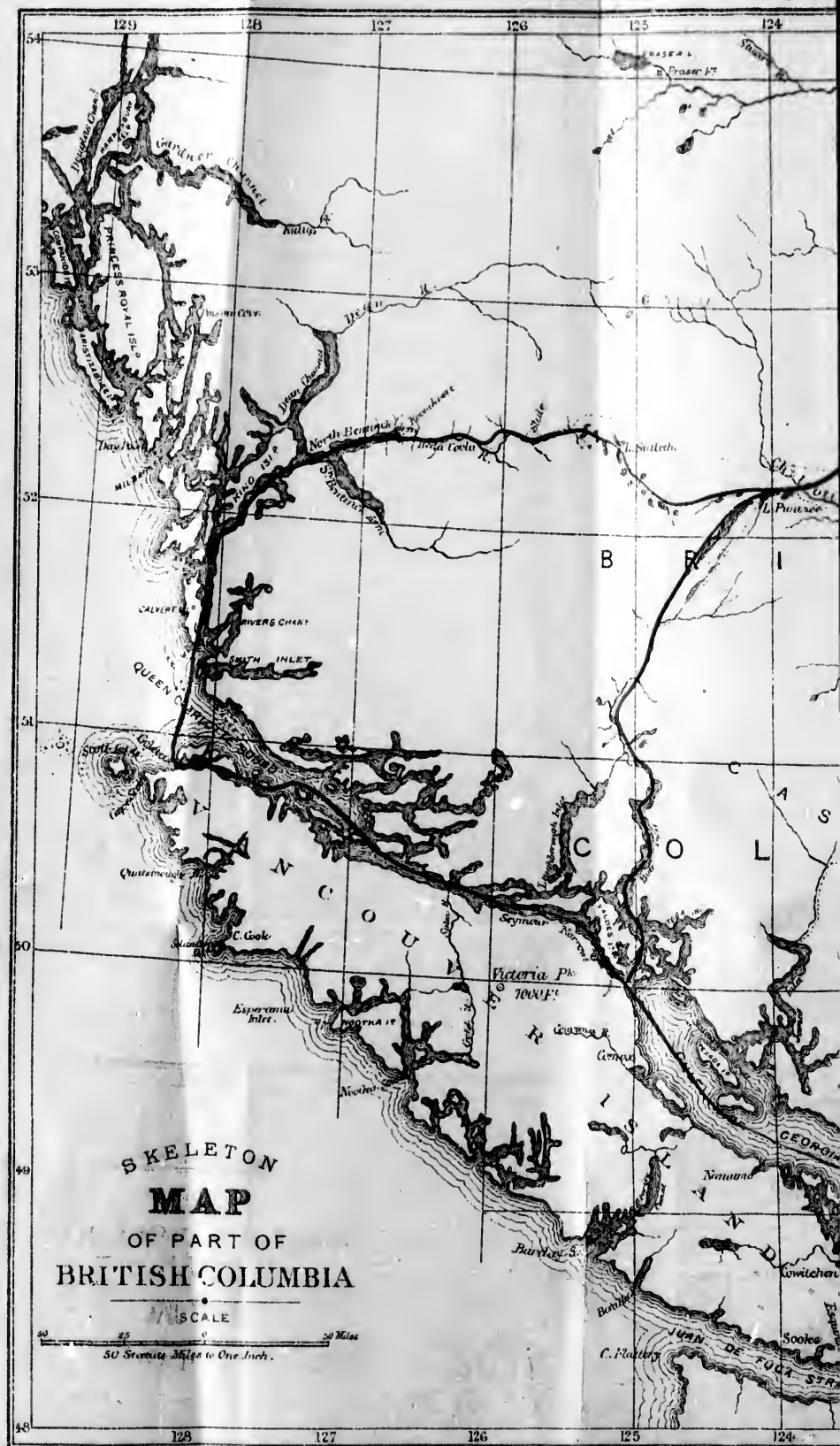
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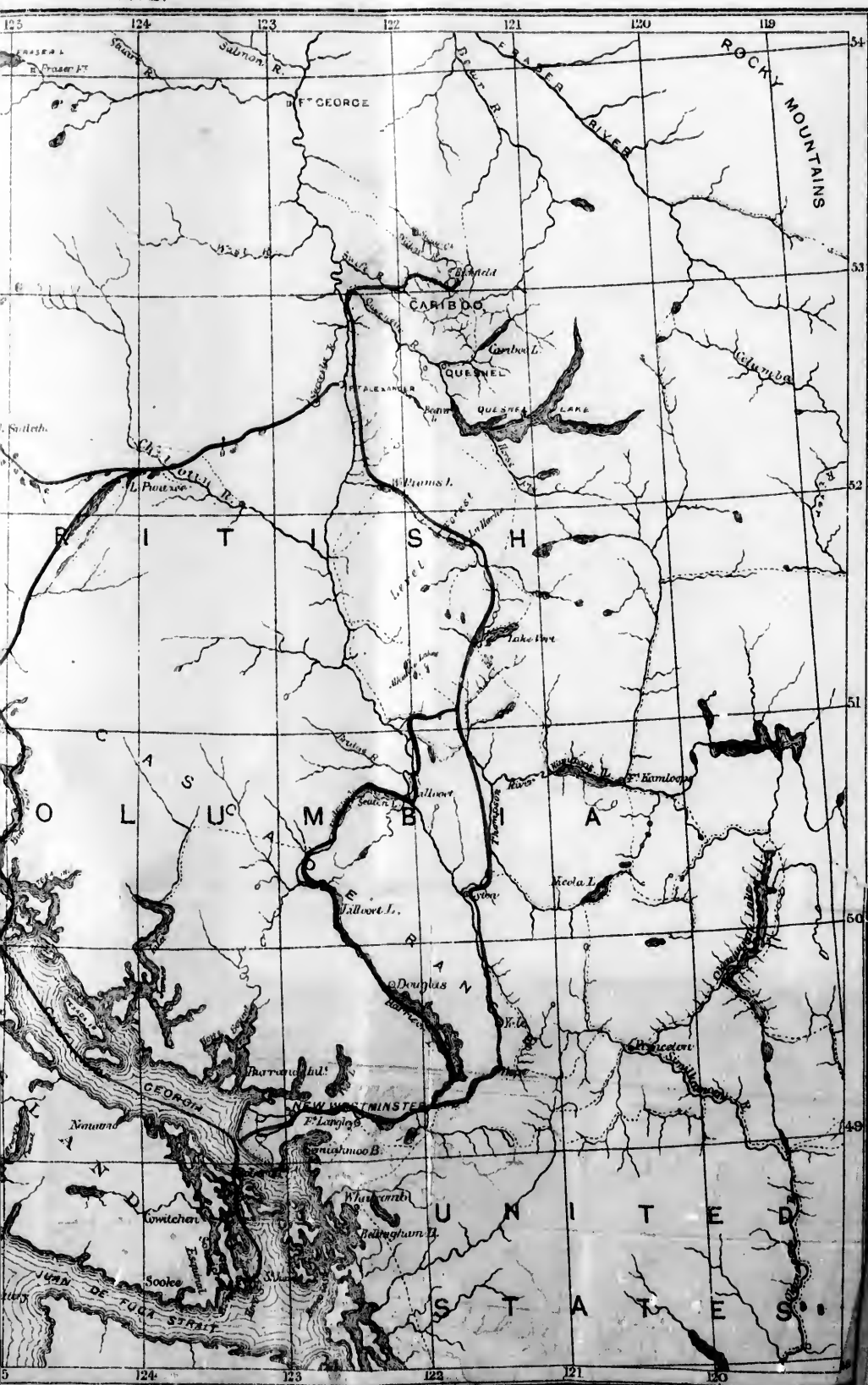
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BRITISH COLUMBIA AND VANCOUVER ISLAND.

GENERAL DESCRIPTION.

British Columbia, with which is now incorporated Vancouver Island, is situated on the north-west coast of America, and extends from 49° to 57° north latitude. It comprises the territory lying between the Rocky Mountains and the Pacific Ocean, and extends from the frontier line of the United States on the south, to the Simpson and Findlay Rivers which form its northern boundary. The average breadth of the territory is about 250 miles; the length of its coast line about 450 miles; and its area (including Queen Charlotte's Islands) is roughly estimated at 220,000 square miles. The north-west, and interior portions of Vancouver Island are mountainous—there are no very extensive plains—but a number of small valleys, and through the whole of the south-eastern portion the land is excellent and very fertile. The middle portion of the Island is a sea of mountains.

The author crossed over in 1838 from Nootka Sound, on the west coast, to Johnstone's Strait, on the east coast, and found the dividing ridge over 6,000 feet above the level of the sea. On the mainland of British Columbia, and between the Cascade Range and the coast, the only available land is to be found on the delta of the Fraser River; but between the Cascades and the Rocky Mountains there are extensive prairies and level tracts, and the whole country between the Thompson River and Nicolas Lake, and stretching away to the great Okauagan Lake, affords splendid pasturage for innumerable herds of cattle.

HISTORY.

As is well known, Vancouver Island was discovered by Juan de Fuca, a Greek, in 1592. Captain Cook coasted along the western shore in 1778, and supposed it to form part of the mainland. The first British settlement was made at Nootka Sound in the year 1778, by some London merchants. Spain, however, laid claim to the west coast of America, south of 60°, and her cruizers seized the British trading vessels. To resent this, a large fleet was assembled at Spithead, but war was avoided by the concession of Spain. In 1792 the Island was visited by Vancouver, a Lieutenant in the British navy, who minutely surveyed the whole coast line, and so accurately, that his charts are in use to the present day. Up to the discussion of the Oregon boundary question it attracted little attention, when by the treaty of 1846, it was vested in Great Britain. In 1849 it was granted to the Hudson's Bay Company for the purposes of colonisation, but their control ceased in 1859, when the Island became again a British Colony, under a complete form of government.

The mainland of British Columbia, formerly called New Caledonia, had been, up to 1859, also under the control of the Hudson's Bay Com-

puny, who had from early times established forts in various parts for the purpose of carrying on their trade in furs and peltries. Their exclusive right of trading with the Indians, which they then possessed, was in that year taken away, and British Columbia also became a British Colony.

The following sketch by the author has already appeared in print, and may prove interesting:—

HISTORICAL AND POLITICAL SUMMARY FOR TEN YEARS—1858-1868.*

The history of Vancouver Island and British Columbia may be said to commence from the summer of 1858, when the discovery of gold on the Lower Fraser induced a large influx of people from California, numbering at one time as many as 30,000. These diggings not proving sufficiently extensive and rich to satisfy the extravagant anticipations which had been formed, the greater portion of the immigrants returned before the following spring—some of whom never reached the Fraser, and many left the country without having so much as put a pick into the ground. In 1859, British Columbia was erected into a separate colony, and also into a Bishop's See, under the most favourable auspices, and with the valuable assistance of Lord Lytton, who predicted for the youngest of the colonies of Great Britain a brilliant future. The Governor, Sir James Douglas, with great foresight and prudence, devoted all the available revenue towards the most important of all public works in a new colony—the improvement of the means of communication by the construction of trunk roads. The few miners that remained, averaging from 3,000 to 5,000, made good wages, and gradually worked their way up the Fraser towards richer diggings during the next two years; and their energy and endurance were rewarded, in 1862, by the discovery of Cariboo. The almost fabulous reports of the wealth of this new district caused an excitement which spread to all parts of the world, and a large immigration began to pour in from Great Britain and other parts. Many miners made large fortunes; but the greater portion of the English settlers were unfitted for the hard work and great endurance necessary to success; and after spending their money in unprofitable undertakings they gradually left the colony. In 1863, British Columbia, which had hitherto shared with Vancouver Island the government of Sir James Douglas, now agitated for a separate Governor, and the Colonial Office too readily acceded to the demand, for from that moment, and until united again into one government in 1866, a constant rivalry existed and continuously opposing legislation ensued, which proved most disastrous to the interests of both. Apparently the colonies were now on the high road to prosperity—a great influx of money and population had taken place—the value of land rose to an inordinate height, and speculations of all kinds were rife; but the yield of gold did not proportionably increase, and men's minds were so bent upon the search after sudden wealth, that the more solid and enduring branches of industry were neglected. Not a tithe of the new comers were content to settle down on the land and work patiently on towards a certain competency; but if an immediate success in mining did not at once crown their labours, the unlucky ones blamed the country—not themselves. Over-trading and excessive speculation, not warranted by the circumstances of the country, took place; large stocks of goods were imported, in the belief that the population would rapidly increase. A huge system of credit was allowed to rule the market, and trade generally was established on an insecure and false basis. Advances were made by the banks to the merchants, not only for the purchase of goods, but also to defray their carriage to the mines, and the market being overstocked, the banks were obliged to seize and sell at a ruinous sacrifice, in some cases for prices insufficient to cover the cost of freight. The natural result ensued, and, at the close of 1865, it was evident that a financial crisis was imminent. Traders and merchants on all sides became bankrupt, the value of land decreased by one-half its former price, and the population steadily diminished. Notwithstanding all this seeming failure, the mining prospects were, strange to say, evidently improving; fresh auriferous ground was from time to time opened up; a new gold district on Leech River, in Vancouver Island, was discovered by an exploring party sent out by Governor (now Sir Arthur) Kennedy, and found to contain

* "Columbia Mission Report."—Livingtons, 1869.

rich deposits; and greater attention was paid to the agricultural capabilities of the colony, so that the great body of the people had an abiding faith in the future, and all those who were able to stem the adverse tide remained, believing that the crisis would gradually pass away. The revenue of British Columbia in 1865 amounted to £111,000, but the expenditure reached £136,000, mainly caused by the construction of the great waggon-road to the mines, which had already swallowed up £100,000, raised by a loan contracted in London. The revenue and expenditure of Vancouver Island reached about half the sum above mentioned for the railroad. The mines were now (1866) worked in a more complete and satisfactory manner, and by sinking deep shafts, and a more systematic method of draining the ground, the miners were able to work during the winter, whereas in former years mining was confined to about five months during the summer season. It was now a permanent occupation. Farmers, too, now settled along the whole line of road; agriculture rapidly improved, and stock-raising was found to be a profitable business. Trade generally was established on a firmer basis, though on a less extensive scale. In 1866 the revenue of British Columbia declined to £86,000, but the expenditure was reduced to £91,000. The deficiency in this and the preceding years caused a large public debt to be incurred, the interest on which will, for some years, prove a heavy drain on the finances of the colony. Early in this year (1866) the Grand Trunk Waggon Road was completed from the head of navigation, on the Fraser, to the very centre of the mining district of Cariboo, at a further cost of over £60,000. The whole length of the road is 375 miles, and running, as it does, through a country full of engineering difficulties, it is a public work of which any country might be justly proud. This great undertaking has had the effect, amongst other things, of reducing, by more than one-half, the cost of food at the mines and the expense of carriage thereto.

The rivalry and antagonism between the two colonies had continued increasing to such an extent (owing in part to their imposition by the mainland colony of a differential customs duty and of a gold export tax), that a movement was made for their union under one government. The legislature of the Island had passed a resolution in its favour, and in August 1866, the union was accomplished by an Act of the Imperial Parliament; but the capital of the colony was still established at New Westminster, on the mainland. Mr. Frederick Seymour was appointed to be the first Governor.

It was satisfactory to find that the number of mining licences taken out in 1866 exceeded by 1,200 the number of the preceding year. The yield of gold amounted to more than half a million sterling, which would give to each miner (the whole number averaging 3,000 men) the sum of £170 for the year's labour; a result which is far in excess of the average obtained either in California or Australia. The colony was still dependent on California and Oregon for cereals, meat, and farm produce. Over £100,000 worth of these articles were imported in 1866, and the whole sum might have been saved if these things had been raised, as they might have been, in the colony. The close of the year, however, saw grist mills, spar and lumber mills and coal mines, in good and prosperous working order. The country which was thought to be a howling waste, fit only for bears and beavers, now presented a different aspect, and produced, in 1867, grain almost in sufficient quantities to supply the home demand. As the protection to farmers amounts to nearly 20 per cent. as against foreign produce, it is evident that the colony offers great inducement to agricultural settlers. Spars and lumber to the value of £10,000 were exported in 1866, and this amount was greatly exceeded in 1867, and still further during this year (1868). This branch of industry might be greatly extended, as the quality of the spars and lumber cannot, as has been confessed, be excelled in any other country. Whale fishing has been commenced with good success; but as yet the fisheries of our coast are almost undeveloped, though salmon, herring, and cod abound in the utmost profusion. The mine at Nanaimo is now turning out coal at the rate of 4,000 tons per month, and two other mines will shortly be opened on the Island. This product will eventually form the real source of the future wealth of the colony. The commerce between San Francisco and the east admits of infinite extension, and the day is not far distant when all light goods will find their way from India and China across the continent of America to the Atlantic. It is to be hoped that England will, ere long, endeavour to obtain a share of this trade by means of a railroad through British Columbia and Canada. The value of imports for 1868 will be nearly half a million sterling, and the yield of gold will amount to about the same figure. The

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revenue is steadily increasing—that derived from customs alone will reach this year at least £80,000.

Enough has been said to show that this colony, with its latent wealth and splendid climate, has a rich—though it may be distant—future before it. Everything points to a more settled and improved state of things. The capital of the colony has been this year removed to Victoria, where the largest population and the greatest wealth are centred; and the step has given great satisfaction to the majority of the people, who were constantly agitated on the subject. The population of the colony is about 10,000, besides more than 50,000 Indians, who earn a considerable amount of money by the sale of skins and furs, and by manual labour; and as many of them dress and live after the manner of the whites, they add largely to the revenue derived from customs duties. A general system of Indian policy and government is much needed, and some measures for the improvement of the temporal condition of these intelligent but degraded people are urgently required to supplement and aid the labours of the Missionary.

We are content to progress slowly, if only surely; the colony is but now beginning to emerge from the cloud of depression which has overhung it for nearly four years; but those who are best able to judge think that they can see the sunlight breaking through, and a brighter day approaching. As a striking proof of the vitality which exists, and of the confidence which has been inspired, it may be mentioned that, notwithstanding the recent calamitous fire which in September last destroyed in the town of Barkerville, Cariboo, property to the value of £120,000 in one short hour and a half, the place was almost entirely rebuilt within six weeks afterwards, and trade and mining operations resumed as vigorously as ever.

The colony has suffered much from the constant agitation kept up by a certain class of politicians, who are ever dissatisfied with the Government, and restlessly desirous of change; some even urging annexation to the United States; but the great heart of the people beats with that of England so fervently, that they have rejected the idea of confederation with Canada, preferring the closer union and protection of the mother country.

Since the last paragraph was written, a despatch has issued from the Colonial Office, announcing the definite and decided opinion of the Home Government in favour of the confederation of the colony with the Dominion of Canada, so that in all probability (although there is a strong feeling against the project) before the year 1870 expires, it will be an accomplished fact.

If the British Parliament is prepared to assist Canada in the construction of a railway across the continent to the Pacific, and to continue the protection now afforded by the naval squadron at Esquimalt; and if the Canadian Government will establish a British line of steamers between Victoria and San Francisco, and promote a scheme for immigration, then, and not otherwise, will confederation be a boon to the colony. The tariff of Canada is so unsuited to the requirements of British Columbia, that many persons advocate the establishment of a free port at Victoria, apart from its important geographical position.

CLIMATE.

The author has lived for more than ten years in Vancouver Island, and he unhesitatingly declares the climate to be unsurpassed by any with which he is acquainted. The winter, as a rule, is not so cold, but more wet than in the midland counties of England, while the summer is drier, with heat equal to that at home in the day time, but cooler from the evening to early morning. It is never so hot at night that a blanket becomes uncomfortable; the snow rarely remains on the ground for more

than two or three days; the author has never seen it more than a foot deep in and around Victoria.*

The rainfall at Esquimalt, Vancouver Island, for the year 1868, was only 22.88 inches; the average would be about 25 inches. On the mainland, however, the rainfall is much greater. In 1865, at New Westminster, it amounted to 40.84 inches, and often exceeds this. At New Westminster, in 1865, the greatest heat was 108.5, the minimum temperature 15°, on grass 1.8.† The climate varies considerably, according to the heights from the level of the sea. On the western and eastern side of the Cascade range the climate also is very different. The western side is heavily timbered, and subject to heavy rains in spring and autumn, while on the eastern side the country consists of rolling grassy plains, lightly timbered, the summer heat more intense, the rain light. In Cariboo, again, the winter is severe, lasting from October to April, the thermometer varying from 10° above to 20° below zero, snow falling to a depth of 7 to 10 feet; but the altitude is considerable, being 4,200 feet above the sea. In a word, the general health and climate enjoyed in this colony compares most favourably with other colonies, and more particularly with those on the Atlantic side of the American continent in similar latitudes.

AGRICULTURE.

It may be stated generally that this colony is too mountainous and rugged in the greater part ever to become a great agricultural country, such as New Zealand, California, or Australia. On the other hand, it is perfectly able to maintain an agricultural population of large extent, and grow sufficient grain, and raise sufficient food for the support of a community one hundred times more numerous than at present exists. There are many thousands of acres in the valleys and prairies of the colony (even in the parts at present explored), of excellent soil, and with advantages of easy communication, and good markets, and as a pastoral and grazing country, the colony possesses great capabilities. The cereals and vegetables will bear favourable comparison with those of any country.‡ Potatoes have been known to reach the weight of 3 lbs., onions 2 lbs., turnips and cabbages 20 lbs., beet-root 10 lbs., carrots 4 lbs., and a sample of apples was exhibited at the last agricultural show in Victoria, one of which weighed 20 ozs., none being under 1 lb. Hops thrive remarkably well on Vancouver Island, sell readily, and fetch a large price; and for brewing purposes, the barley is superior to that grown in California. An acre of good ground will give from three-quarters to a ton of hops, and will fetch 40 cents = 1s. 8d. per lb. Tobacco has been cultivated successfully, and tomatoes and melons ripen in protected spots. The mutton and beef is of excellent quality; in Victoria families are supplied all the year round at 9d. a lb. The principal agricultural settlements are Victoria, Saanich, Cowichen, Comox, Esqui-

* "Vancouver Island," by Dr. Forbes, 1862.

† See "Colonisation Circular of Emigration Commissioners," No. 28, 1869; also "British Columbia," by M. McFie.—Longmans, 1864.

‡ "British Columbia," by Rev. R. C. L. Brown, 1862.

malt, Metebosin, Sooke, and Salt Spring Island in Vancouver; and on the mainland we have New Westminster district, Langley, Sumass, Hope, Lilloet, Lytton, Kamloops, and O'Kanagan Lake, together with a number of isolated farms on the road to Cariboo. On the banks of the Lower Fraser, and its tributaries, there is a large extent of excellent grazing land, and the whole of the extensive open district between the Thompson River, Nicola Lake, and the great O'Kanagan Lake affords splendid pasturage. Large quantities of grain are raised now, and the importation of cattle much diminished, so much so that the price of meat at the mines, nearly 500 miles distant, is very little higher than, and of as good a quality, as in Victoria. For a new country the roads are excellent, and superior to those in many older colonies.

The average yield and selling price, on Vancouver Island, of the undermentioned produce, are as follows:

Wheat	..	25 to 35 bushels per acre,	2 cents per lb.,	or	\$40 (£8. 5s.)	per ton.
Barley	..	85 to 43	"	"	"	"
Oats	..	45 to 50	"	"	"	"
Maize or Indian Corn	}	50 to 60	"	"	"	"
Hay	..	1½ tons	"	1 cent per lb.,	or \$20 (£4. 2s. 6d.)	per ton.
Turnips	..	6 to 8 tons	"	..	\$15 (£3. 2s.)	"
Potatoes	..	5 to 7 tons	"	..	1 cent per lb., (£4. 2s. 6d.)	"
Carrots	..	6 to 8 tons	"	..	"	"

It is not uncommon to get as much as seventy bushels of oats, and sixty of barley to the acre.

The price above mentioned for wheat is somewhat low, but it must be remembered that even these prices for grain would be reduced if the tariff were lowered, as it will be under Confederation.

MONEY.

It will be convenient to state in this place that American coin, and the notes of the Banks of British North America and of British Columbia, form almost the only currency in the Colony. English money (with the exception of sovereigns and shillings) is rarely seen. The American dollar = 4s. 2d.; and the pound sterling = 4 dollars and 85 cents; but for the sake of convenience in this pamphlet, the dollar will be reckoned at 4s., and the pound at 5 dollars, and the shilling at 25 cents.

LAND LAWS.

Unoccupied crown lands are obtained under what is termed the pre-emption system. A man selects his claim, and records it for a small fee: if a single man, 100 acres; if married, 150 acres, with 10 acres additional for each child. On the mainland the quantity pre-empted must not exceed 160 acres. If the land be surveyed, he becomes liable to pay for it at the rate of 4s. 2d. per acre, by two instalments. If not surveyed, then the occupier becomes entitled, after having made improvements thereon to the extent of 10s. per acre, to dispose of his claim, or to purchase the fee from the Government at the above rate of 4s. 2d. per

acre, whenever the survey is completed. Any quantity of contiguous land may also be purchased at the like price. The system is a liberal one, and free from any complicated conditions.

The title to land is rendered safe by an excellent system of registration, and by means of the Homestead Law, every man can, with exertion, secure to himself and family independence and comfort against the time of old age or adversity. Under this law (a modified form of which is in use in the United States) the working man can, on affidavit of solvency, register his cottage and land up to the value of £500, and secure them against seizure or sale for debt. It is in fact the poor man's marriage settlement.

MINES AND MINERALS.

Gold is found throughout the Colony, on the banks of the Fraser 100 miles from its mouth upwards, in the hills of the Cariboo district, on the Thompson and Bridge Rivers, on the Columbia and Kootenay Rivers down to the extreme southern boundary of the Colony, and last year, reliable information was received of its discovery, in conjunction with silver, on the Findlay branch of the Peace River, at the extreme northern boundary. Fabulous amounts of money were taken out from Cariboo in 1862-3, but from that time the number of miners has steadily decreased. Although the gold mines are undoubtedly rich and extensive, and the yield per man greater than even in Australia or California, the author would not recommend gold mining as a profitable occupation for an intending settler—it being but a lottery at the best. He recommends rather the cultivation of the soil, which affords a surer, though slower means of wealth. Most of the claims in Cariboo and Kootenay, are worked by companies of men, who in addition to their own labour employ others, at the rate of from 5 to 8 dollars per day. Out of this the working man might easily save one third, as meals can be had for 12 dollars per week.

The value of gold shipped during 1868 by the three Banks at Victoria, amounted to \$1,980,587, or about £312,000; a decrease, as compared with previous years. This return does not, however, include the amounts taken away by private hands, which of course are very considerable.

Silver is known to exist, but no lead has yet been worked sufficiently to give any decided information.

Copper has been discovered in various parts of the colony, principally on the coast, and of good quality, but no vein has yet been worked. Ruby and peacock copper of superior quality is known to exist on Queen Charlotte's Island, and at the head of Knight's Canal, on the mainland coast. Specimens recently brought to Victoria have assayed over 60 per cent., and if they exist in sufficient quantity, the mine will be very valuable. A Company has been formed to work it.

Salt springs are found near Nanaimo, and on Salt Spring Island, and may hereafter become of great value.

There is excellent *Limestone* on Vancouver Island; and on Orcas Island, one of the San Juan group, extensive works have been erected.

On many of the Islands in the Gulf of Georgia is to be found a very superior quality of *Freestone*; a quarry on Newcastle Island, near

Nanaimo, has been leased to an American Company, who are engaged in shipping it to San Francisco, to be used there in the construction of the new Government Mint. It is easily worked, and hardens by exposure, and a large demand for it is anticipated, there being nothing of the same kind on the coast.

But that which forms the chief mineral wealth of the colony is its *coal*, both anthracite and bituminous; the only good coal in fact on the whole Pacific coast. The mines at Nanaimo formerly worked by the Hudson's Bay Company, and now by the Vancouver Coal Company, are most successfully managed. The shares are at a premium of over 20 per cent. Although the price per ton is 25s. at the pit's mouth, and a duty of 5s. per ton imposed at San Francisco, the coal commands there a ready sale at a good profit.

The Harewood Company possess a fine seam adjoining the Nanaimo mine, but no attempt has yet been made to work it. There is also a very extensive coal bed at Comox, 70 miles above Nanaimo. Already several companies have taken up claims, and it is expected that one of them, owned principally by San Francisco capitalists, will commence operations in the spring of this year.

Excellent anthracite coal was discovered some years ago on Queen Charlotte's Island, and great expectations have been formed of the results of the labours of the company, who have for some time been engaged in opening up the mine. They expect to commence shipping coal to San Francisco in the spring of this year, where it commands the enormous price of \$16 = £3. 5s. per ton. This coal is stated to be superior to the Pennsylvanian anthracite.

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

the position it will not be from her geographical position, but from the manufacturing advantages she gains by the possession of vast mineral wealth."

MINING REGULATIONS.

A very liberal mining law was passed by the Legislative Council during the last session, allowing prospecting rights to Companies over large tracts of land, to continue for two years, and followed by grants in fee simple; in the case of coal 1,000 acres, to be selected out of the larger area. The price fixed is £1 per acre, or in lieu thereof, beneficial expenditure, to an amount not less than £2,000. For mineral lands other than coal and gold, the price is, for any quantity not exceeding 30 chains long by 6 chains wide, £50, to a company of ten persons. This law however has not yet been extended to Vancouver Island.

The gold mining regulations are very simple. Any person may mine where he pleases, on unoccupied ground, on payment of an annual sum of £1 for a "Free Miner's Certificate," which is not transferable, and must be recorded, and a fee of 10s. paid therefor. The size of each claim is according to the nature and character of the ground: for "bar diggings," 100 feet wide, extending to the river; for "dry diggings" and "bank claims" respectively, 100 feet square; for "creek claims," 100 feet long, in the direction of the stream, and from vale to vale of a hill on each side. For "hill claims," a frontage of 100 feet; for "quartz claims," 150 feet in length. Any number of claims may be held by purchase, and a discoverer is allowed to hold two claims without purchase.

Mining leases are granted on deposit of £25; but the lease cannot be assigned without the license of the Gold Commissioner, and is not in general to be for a term of more than 10 years, nor for a larger area than, in "dry diggings," 10 acres; in "bar diggings," unworked, half a mile in length along the high water mark, or in worked and abandoned, $1\frac{1}{2}$ miles; in quartz reefs, unworked, half a mile in length, or in worked and abandoned, $1\frac{1}{2}$ miles.

Mining is now carried on all the year through, underground and above, when there is sufficient water, and the cold not too great.

A branch of the Government Assay Office has been established in Cariboo. In each mining district there is a Gold Commissioner, who is the local magistrate, and determines all disputes in a "Mining Court."

TIMBER.

The coast line, both of the inland and mainland, is clothed with the finest timber. The Douglas pine, with its straight uniform trunk, often 200 feet high, and exceedingly tough and flexible, furnishes the finest masts and spars for the largest vessels. On Burrards' Inlet, near New Westminster, are two large mills, one belonging to Messrs. Moody & Co., and the other to the British Columbia and Vancouver Island Spar, Timber, and Saw Mill Company, of London, employing between them over 500 hands. The lumber is of such excellent quality as to find a market

even in San Francisco, notwithstanding the heavy duty of 30 per cent. *ad valorem*, and this too, while at a short distance are the extensive lumbering establishments and American mills in Puget's Sound. The majority of the cargoes are despatched to China and South America.

Amongst other trees are to be found the Menzies pine, white pine, silver fir, yew oak (on Vancouver Island only), hemlock, maple, spruce, cypress, arbutus, juniper, poplar, alder, and gigantic cedar, often 8 feet through and 200 feet in height.

Almost every known description of edible berry grows in profusion, the cranberry forming a principal article of export.

FISHERIES.

In a coast line so indented by inlets, rivers and sounds, it may be supposed that the fish are numerous. Salmon is so abundant, that in the season they are commonly sold by the Indians for 6d. a piece, and of excellent quality. Sturgeon of enormous size are found in the sand banks at the mouths of the rivers, also a fine species of cod. The waters abound with halibut, smelt, herring, dog fish, flounders, whiting and oysters. Herring and smelt are so abundant that they are absolutely *raked* into buckets by the Indians. The *eulachon* is a very valuable fish from its extreme oily nature: the Indians express the oil from them, and it has been recommended and used as a substitute for cod liver oil.

Whaling has been pursued with great success during the last season in the Gulf of Georgia. In coal, lumber, and fish, there are inexhaustible fields of speculation for the capitalist.

The *Naturalist* and the *Sportsman* will find wide fields of interest and amusement in their respective pursuits.* Away from the settlements, the latter will enjoy himself to his heart's content; deer, elk, bear, panther, wolf, together with abundance of grouse, duck, snipe, &c. The elk, or rather "*cerous canadensis*" is a noble animal, with splendid antlers, and beautifully formed, and as large in body as a cow. As Indians can always be hired reasonably (capital cooks, active and faithful, when treated well), travelling in the Colony is most delightful—over the rolling prairies, up the snow-clad mountains, and through the dense forest. In Vancouver Island there are no noxious animals—no venomous snakes to annoy the traveller. On the mainland, however, the mosquitos are sometimes troublesome, and in the Kootenay district the snakes are said to be poisonous.

POLITICAL AND SOCIAL.

British Columbia is a Crown Colony, administered by a Governor appointed by the Queen. He is assisted by an Executive Council, consisting of the Colonial Secretary, Attorney-General, Treasurer, Surveyor-General, and Collector of Customs. These officers, together with nine Magistrates, nominated by the Governor, and nine Members, selected by

* See "The Naturalist in British Columbia," by J. K. Lord.—Bentley, London.

the votes of the people of the respective districts, constitute the Legislative Council. The number of elected members will no doubt shortly be increased, and when the population of the Colony shall be sufficiently enlarged, complete responsible government, as adopted in other Colonies, will follow.

The whole white population does not probably exceed, at the present time (1870), 8,000, and the natives number about 40,000; these latter require watchful management, for when injured, they proceed strictly on the *lex talionis*, and difficulties occur occasionally, owing to the ease with which they obtain intoxicating spirits.

The cities of Victoria and New Westminster enjoy municipal institutions, with full power of taxation, &c. The law is effectively administered by two Supreme Courts, one for Vancouver Island, and the other for the mainland. This anomaly is the result of the union of the two colonies, as yet incomplete.

Magistrates (who are also County Court Judges) are appointed to every town of any importance.

The Criminal Calendar is seldom a heavy one, and in its comparative freedom from heinous offences the Colony will compare favourably (notwithstanding its heterogeneous elements) with most older countries.

Public Schools are established in almost all the principal towns and settlements. They are free to all, and supported partly by the Government and partly by self-imposed taxation—as in Canada.

There are two excellent schools in Victoria connected with the Church of England, one for girls and one for boys; also many private establishments.

Absolute freedom exists in all matters relating to *Religion*; no Government aid is given to any church. Almost all denominations are well represented. The Church of England possesses two churches in Victoria (where the Bishop resides); and has established in almost all the settlements Missionary Stations.

The Roman Catholic body have also a large staff of Clergy in Victoria and New Westminster, and other parts of the colony; also Sisterhoods and Educational Establishments.

There are Public Hospitals at Victoria, New Westminster, and Cariboo; also several other benevolent institutions, Masonic Lodges, &c. Victoria and New Westminster boast also a small Volunteer Rifle Corps.

The Government established a *Savings Bank* in Victoria, in July, 1859, with branches in other places, and at the end of the year the deposits amounted to over ten thousand pounds, and are steadily increasing. Interest is allowed at the rate of 5 per cent. per annum, and the repayment of deposits is secured on the general revenue of the Colony.

The Mechanic's Literary Institute at Victoria has over 200 members; the rooms are well furnished with papers and periodicals, and a good library. Lectures, and musical and other entertainments are given in the winter. At New Westminster, Nanaimo, Burrard's Inlet, and Cariboo, are also similar institutions.

The *Telegraph* runs up to Cariboo, and by a submarine cable is in

direct communication with the American lines. A message can be sent direct from Victoria to London for £3 10s., and to San Francisco for 10s.

Victoria, the capital, is most pleasantly situated, about three miles from Esquimalt Harbour, the head-quarters of the North Pacific squadron.

There are two daily papers published in Victoria, the "British Colonist" and "Evening News," and two weekly papers on the mainland, viz., the "Mainland Guardian," and the "Sentinel."

ALIENS

may hold and transmit land as fully as British subjects; and after three years' residence, and on taking the oath of allegiance, they possess all the rights of a British subject, except the privilege of being elected to a seat in the Legislature.

TAXATION.

Imported goods are somewhat heavily taxed, as will be seen by the following tariff at present in force. When, however, the colony is incorporated with the Dominion of Canada, the tariff of that country will rule. The customs' duties produce three-fourths of the entire revenue of the colony, but the cost of the necessities of life are no higher, if so high, as in England. Clothes, however, are 50 per cent. higher, likewise house rent and the wages of domestic servants; on the other hand, fish, meat, bread, butter, and some other articles are cheaper. The direct taxation in country districts is limited to a road tax of 8s. 4d. per annum for all residents, and 2d. an acre for every acre owned above ten. In towns there is, in addition, a small tax by way of license for the various trade and callings. When the high rate of wages is considered, the colony cannot be said to be heavily taxed, and in comparison with the United States the taxation is light.

BRITISH COLUMBIA TARIFF.

The following Articles will be charged with Specific Duties, as follows:—

Ale and Porter, in wood	15 cts. per gall.	Flour	1 dol. 50 p. bbl.
Do. in bottle	30 cts. p. doz. qts.	Fresh Fruits, viz.:—	
Bacon and Hams	4 cts. per lb.	Apples, Pears, Plums,	
Barley, Oats, Field Peas,		Cherries, Currants,	
Malt	30 cts. p. 100 lbs.	Raspberries, Straw-	
Beans, Split Peas	1 ct. per lb.	berries, and Goose-	
Bitters	1 dol. 50 p. gall.	berries	1 ct. per lb.
Butter	10 cts. per lb.	Gunpowder, sporting..	6 cts. do.
Candles	5 cts. do.	Do. blasting..	3 cts. do.
Cheese	5 cts. do.	Hay	4 dols. per ton.
Cider	15 cts. per gall.	Lard	5 cts. per lb.
Cigars	2 dols. p. 100 (2 cts. each)	Lime	50 cts. per bbl.
Coal	1 dol. 25 p. ton	Lumber:—	
Coffee, raw	3 cts. per lb.	Rough, Fir & Cedar	3 dols. p. 1,000 ft.
Do. manufactured..	6 cts. do.	Dressed do.	5 dols. do.
Eggs	12½ cts. per doz.	Shingles	1 dol. do.

Lumber—continued.

Fence Pickets	2 dols. p. 1,000 ft
Laths	1 dol. do.
Live Stock:—	
Horses and Mules ..	2 dols. per head
Beef Cattle	2 dols. do.
Milch Cows	2 dols. do.
Sheep and Goats ..	75 cts. per head
Hogs	2 dols. do.
Potatoes	$\frac{1}{2}$ ct. per lb.
Rice	1 $\frac{1}{2}$ cts. per lb.
Sugar, raw	2 cts. do.
Do. refined	2 $\frac{1}{2}$ cts. do.
Spirits:—	
Brandy	ACCORDING TO PROOF.
Gin, Whiskey, Rum, and all other kinds	2 dols. do.
Tea	12 $\frac{1}{2}$ dols. per lb.
Tobacco	25 cts. do.

Vegetables, viz.:—

Onions	2 cts. per lb.
Other kinds, fresh ..	1 ct. do.
Wheat	35 cts. per 100 lbs.
Wines, viz.:—	
Champagne and Mo- selle	3 dols. p. doz. qts.
China Medicated ..	1 dol. 50 per gall.
California, red and white	25 cts. per gall.
Claret	20 cts. do.
Port, Sherry, and all other descriptions ..	75 cts. per gall.
Bran and Shorts ..	25 cts. p. 100 lbs.
Buckwheat	1 ct. per lb.
Oatmeal ..	1 ct. do.
Cornmeal	$\frac{1}{2}$ ct. do.
Hops	10 cts. per lb.
Shot	2 cts. do.

On the following Articles the several ad valorem duties set opposite each Article will be charged:—

	PER CENT.		PER CENT.
Axes	15	Molasses	12 $\frac{1}{2}$
Beef, salt	10	Nails	12 $\frac{1}{2}$
Billiard and Bagatelle Tables ..	12 $\frac{1}{2}$	Nuts and Almonds	12 $\frac{1}{2}$
Blankets	20	Oils	15
Boots and Shoes	20	Opium	25
Bread	20	Paints	10
Cards, playing	50	Pork, salt	10
Chocolate	20	Plants, Trees, and Shrubs	12 $\frac{1}{2}$
Clothing, ready-made	15	Poultry, dead and alive	25
Confectionery	30	Quicksilver	10
Drugs, medicines	20	Rope, Cordage, and Twine	5
Dry Goods	12 $\frac{1}{2}$	Soap	15
Earthenware	12 $\frac{1}{2}$	Stationery	12 $\frac{1}{2}$
Fish, preserved, dried, and salt ..	15	Tinware	25
Fire-arms	12 $\frac{1}{2}$	Vegetables, preserved and salt ..	10
Fruits, preserved and dried	12 $\frac{1}{2}$	Waggons, Carriages	20
Furniture	15	Trunks	12 $\frac{1}{2}$
Glass and Glassware	12 $\frac{1}{2}$	Watches and Clocks	12 $\frac{1}{2}$
Groceries	12 $\frac{1}{2}$	Window Sashes and Doors	20
Hardware and Ironmongery	12 $\frac{1}{2}$	Ship Building Materials, viz:—	
Harness and Saddlery	20	Manufactured Sails	20
Hemp, Canvas, &c.	2 $\frac{1}{2}$	Cotton Canvas	5
Leather	15	Woodenware	12 $\frac{1}{2}$
Jewelry	20	Yeast Powders	12 $\frac{1}{2}$
Machinery	10	All other articles not enumerated in either of the above lists, nor in the following list of free goods ..	
Matches	12 $\frac{1}{2}$		12 $\frac{1}{2}$
Meat, preserved	12 $\frac{1}{2}$		
Do. fresh	20		

The following Articles will be admitted Free of Duty:—

Agricultural Implements, Books Printed and Manuscript, Bricks, all Fresh Fruits not enumerated in Schedule of Specific Duties, Coin, Gunny Sacks, Iron and Steel, all kinds of Woods not enumerated in Schedule of Specific Duties, Calves under 12 months old, Personal Effects, Salt, Garden Seeds, Grain for Seed, Tar and Pitch, Tin, Copper and Zinc, Wire (iron and brass) Copper Sheets, Boiler-plates and Bolts and Patent Metal for Ships, Iron Hoops, Sheet Iron, Rough and Partially Manufactured

Woods used in construction of Carriages and Waggon, and Steel Springs, Anchors, Cables, Chains and Copper Bolts for Ship Building, Fresh Fish, Fish Oil, Whalebone, Raw Hemp for Rope making, Tallow, Gas Retorts, Fire Clay, Furs, Hides, Lemon and Lime Juice, Guano, Wool, Oakum, Jute, Waggon Axles, Ship's Blocks and Junk, and Blacksmith's Coal, Lead in pipe, sheets and bars.

REVENUE AND EXPENDITURE.

The Revenue of the Colony for the year 1868, was \$584,008.

„ Expenditure „ „ \$485,729.

thus showing that the sum of £18,000, or over \$90,000 was saved and unexpended. The customs' duties produced £75,000. While other industries have languished of late, it is satisfactory to find that agriculture has made great strides during the past year; the farmers are happy and contented; more than half a million of dollars, or over £500,000 have been sent out of the colony during the past year, for farm produce, which might have been raised at home. For this state of things population is the only remedy, and the great want under which the Colony suffers, and it is abundantly clear that agriculture requires no protective duties to support it.

THE RATES OF POSTAGE

(including the Colonial charge of 5 cents) are:—

To Great Britain ..	1s. = 25 cents, for letters not over $\frac{1}{2}$ -oz.
„ United States and } Canada }	15 „ „ „
„ Australia ..	1s. 3d. = 30 „ „ „
„ Germany & Europe	35 to 40 cents „ „

The mails are brought by American steamers from San Francisco, irregularly, about every fortnight; a state of things which it is astonishing to find has lasted so long without being remedied.

EMIGRANTS.

The amount of good available land is not sufficiently large, nor has the extent of the gold fields been sufficiently proved, to warrant a large influx of population into the Colony *at one time*. But there is abundant room for a small and gradually increasing immigration. The Government inaugurated, last year, a system of assisted immigration for domestic servants, on a small scale, and it is to be hoped that the authorities will see the vital necessity of gradually enlarging the system, so as to include other classes; and also to give free grants of land to settlers, as is the universal plan of other, and even more attractive colonies. Without this combined inducement, it will be in vain for the Colony to bid successfully for immigration; and even when the railway through from Canada is completed (which cannot be accomplished for many years), British Columbia cannot expect a large share of attention until the Red River country is settled up, and an overflow sets in from that extensive and fertile region.

The classes most wanted are capitalists, small farmers, farm labourers, and domestic servants. The former would find many openings for profit-

able investment in the undeveloped resources of the Colony: the coal, fisheries and lumber. Money readily commands from 12 to 15 per cent. per annum, on good security. It is chiefly owing to this high rate of interest which money at present commands, that the industries of the Colony have so long lain dormant, and its great resources so little developed. Of the latter classes (together with such artisans as shoemakers and tailors) there is abundant room for a small annual emigration.

Domestic Servants get from	£3	0	0	to £6	0	0	per month
Farm Labourers	3	0	0	"	5	0	0,, (and found).
Gardeners and Day Labourers	0	6	0	"	0	8	0 per day.
Carpenters	0	14	0	"	0	18	0,,
Tinsmiths and Blacksmiths	0	14	0	"	0	16	0,,
Bricklayers	1	5	0	"	"	"	,, (in summer).
Painters	0	6	0	"	"	"	,,
Stonemasons	1	0	0	"	"	"	,,
Tailors	3	0	0	"	3	15	0 per week.
Shoemakers	3	0	0	"	4	0	0,,
Printers	0	12	0	"	0	16	0 per day, or by the piece, 8s. per 1,000
Lumber Mill hands	9	0	0	"	10	0	0 p. month (and found).
Coal Miners, by piecework, average	16	0	0	"	20	0	0,,
Bakers	6	0	0	"	7	0	0,, (and found)
Fancy do.	8	0	0	"	9	0	0,,

A few farmers with families, and a small capital, would do well. Many support themselves well on a farm of 100 acres, with a few head of cattle. One man known to the author, lives with his wife and children on such a farm, and sends every week to Victoria, 60 lbs. of butter, for which he is paid 2s. per lb. A working man could build a comfortable house to accommodate six persons for from £100 to £150. A log cabin for a single man, would cost little more than the labour. Small houses for families can be rented in towns for from £2 to £3 per month. Larger ones let for £5 and £6 per month. Board and lodging at hotels vary from £1 to £2. 10s. per week, single meals 2s. to 4s.

PRICES.

Meat averages 9d. per lb.; bread 6d. a loaf; tea 2s. to 3s. per lb.; sugar 6d. per lb.; bacon 1s. per lb.; butter 2s. per lb.; milk 1s. 6d. per gallon; flour £1. 12s. per barrel of 200 lbs., or 2d. per lb.; coal £2. 5s. per ton retail; wood 16s. to £1 per cord, 8 ft. by 4 ft.; lumber costs about £3 per 1,000 ft.; bricks £1. 10s. per 1,000.

A horse can be bought at any price, from £10 to £50; sheep (South Down) £1 to £1. 10s.; pigs 2½d. to 2½d. per lb. live weight; cows £6 to £16; yoke of oxen £25 to £50.

Ironmongery, and in fact most necessary things (except clothing) can be obtained in Victoria, at reasonable rates.

MAPS.

Mr. Arrowsmith has published a good map of British Columbia. The best map of Vancouver Island, is that issued from the office of the Hydrographer of the Admiralty.

ROUTES.

There are three principal routes :—

1. By sailing vessel *via* Cape Horn to Victoria direct, in about five months. Cost of passage is as follows :

1st Class.....	£50 to £70
2nd „	£30 „ £40
3rd „	£20 „ £30

This route is recommended to persons of limited means, and who desire to take a large amount of luggage. On account of the detention, and expense attendant on taking ship to San Francisco, and thence to Victoria by steamer, this deviation of route is to be avoided.

2. By steamer to New York from Liverpool, thence by rail across the Isthmus of Panama, thence by steamer to San Francisco, and so on to Victoria. This journey is now performed in about 45 days, and the cost will be :—

To New York	Cabin	£15
„	Steerage	£5
Thence to San Francisco ..	Cabin	£20 to £30
„ ..	2nd Class	£10 „ £20 (no 3rd Class).

The steamship companies are continually changing their fares from New York to San Francisco, but now that the railroad is completed, it is probable that low fares will prevail.

(The route from Southampton to Panama is somewhat more expensive, and there is some risk of detention at Panama, but it is the most comfortable.)

From San Francisco to Victoria the fares are :—

1st Cabin.....	£8
2nd „	£4

So that the whole passage from Liverpool to Victoria may be made by this route for about £25, and generally in about six weeks.

3. By steamer as before to New York, and thence by rail to San Francisco, by the new line. The fares are from New York to San Francisco—

1st Class.....	about	£23 in gold.
Emigrant Trains	„	£12 10s.

For meals at least £5 should be allowed. The time occupied in this part of the journey is seven days, but the emigrant trains are often delayed. The winter travel is dangerous, by reason of snow drifts; nor is the line yet free from liability to incursions by Indians.

HINTS.

If you have more money than you can conveniently carry about you, buy first a draft in London on New York sufficient to provide for the expenses of the journey thence, with the remainder buy a draft on Victoria, at either the Bank of British North America, or the Bank of British Columbia in London. Exchange your draft on New York for *American Gold*, and buy again a draft on San Francisco for the amount which will be required for the remainder of the journey.

Travellers should never cumber themselves with much luggage; a few good suits of English clothes, and a few pairs of boots, will repay the trouble and outlay, but all else can be purchased more suitably at the place of destination, and it must be remembered that the charge for luggage over 100 lbs. across the Panama railway is 5d. per lb.

As a last hint, the author would recommend no one to imagine that it is an easy thing to make money and keep it, even in a gold colony. The prizes are few, and for the most part he is fortunate, who, after some years of hard work and steady industry, is able to secure for himself and family a comfortable livelihood. So much he will be able to do in the Colony of British Columbia; for which, from its varied and great resources, may be safely predicted, at no distant date, a bright career of prosperity. Forming as it will, the starting point of the nearest route from China to England, it is no stretch of imagination to believe that Victoria will become the rival of San Francisco, as the great distributing town of the Pacific. The railway through Canada and across the Rocky Mountains, from Halifax to New Westminster, is an imperial necessity, and if from a blind parsimony England shall ever neglect her Colonial possessions, from that day her prestige and pre-eminence among the nations of the world will be a dream of the past.

It may be added to the above, that the project for the construction of an Overland Railroad from Canada to the Pacific, proposed by Mr. Alfred Waddington, is every day approaching nearer and nearer to a solution. A cloud, it is true, has come over the project latterly, owing to the difficulties that have arisen at the Red River Settlement; but those very difficulties, and the impediments they will have thrown in the way, will hasten the accomplishment of the undertaking, by showing, more clearly than ever, the necessity of a direct communication with the North-West Territory; so that the Canadian Government will be more willing to favour and assist the scheme, by liberal grants of land, or even otherwise. One thing is positive, namely, that an Overland route which offers a shorter distance from Liverpool to Japan and the East by 1,500 miles than any other, is sure to be built; and that from that moment Victoria will really and truly become the rival of San Francisco.—Ed.

Public Companies connected with British Columbia and Vancouver's Island having offices in London :—

Bank of British North America ..	E. W. Bradford, Sec.	124, Bishopsgate Street Within.
Bank of British Columbia ..	H. E. Ransom, Manager	5, East India Avenue, E.C.
Vancouver Coal Mining and Land Co. ..	S. M. Robins, Sec.	2, St. Mildred's Court, E.C.
Hudson's Bay Company ..	W. G. Smith, Sec.	18, Leadenhall Street, E.C.

POSTAL REGULATIONS.

The Mails for Vancouver and British Columbia are despatched *via* New York thrice a week. Rates for letters, 1s. per half-an-ounce. Newspapers not exceeding 4 ozs. 2d. each. Books, printed matter and patterns, 1 oz. 1d., 2 ozs. 2d., 4 ozs. 4d.; every additional 4 ozs. 4d.

Brokers for sailing ships to Victoria and British Columbia; Messrs. Anderson, Anderson & Co. 1, Billiter Court; Union Pacific Railway, through line from New York to San Francisco, H. Starr & Co. Agents, 22, Moorgate Street; Royal Mail Steam Packet Company (booking through to British Columbia), 55, Moorgate Street; Pacific Mail Steamship Company (for Panama and San Francisco), 22, Moorgate Street.

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