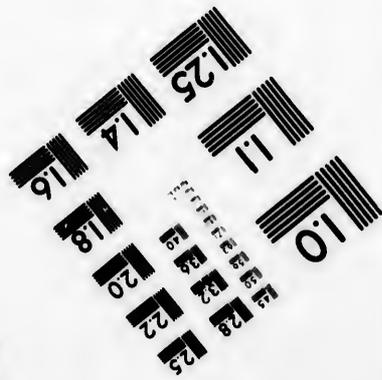
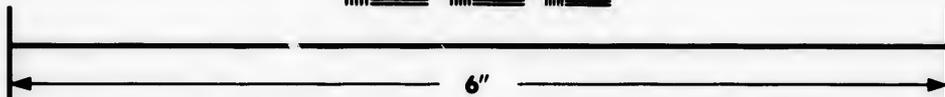
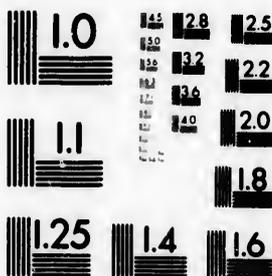


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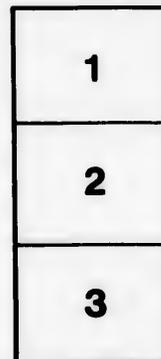
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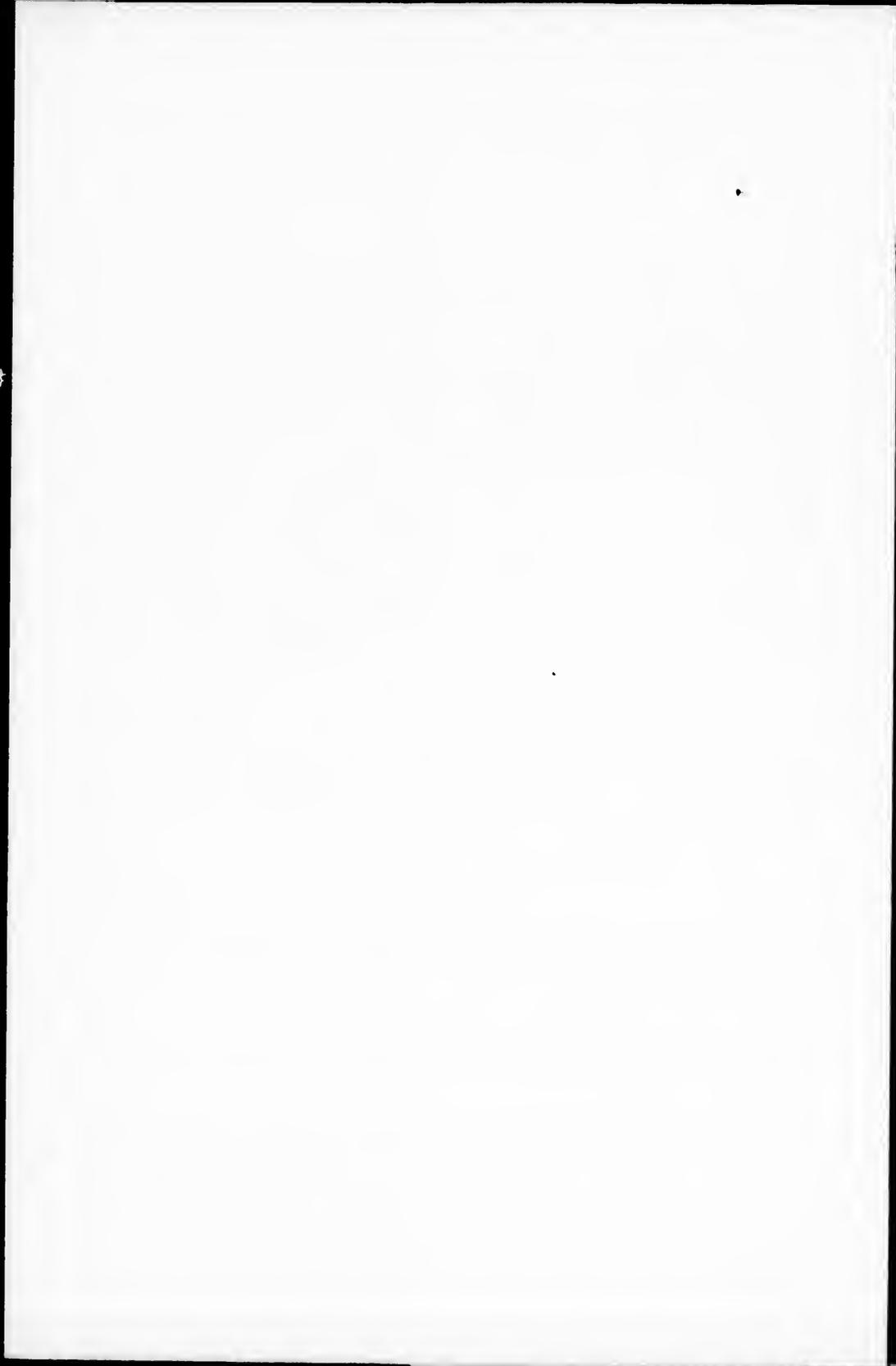
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# BRITISH COLUMBIA,

*CANADA'S MOST WESTERLY PROVINCE*

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ITS **Position,**  
**Advantages,**  
**Resources**  
AND **Climate**

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re.

NEW FIELDS FOR

## Mining, Farming and Ranching

ALONG THE LINES OF

### The Canadian Pacific Railway

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INFORMATION FOR PROSPECTORS, MINERS AND  
INTENDING SETTLERS.

**1898**



CANADIAN PACIFIC RAILWAY HOTELS

# British Columbia

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## GEOGRAPHICAL POSITION OF THE PROVINCE

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British Columbia, the most westerly province of Canada, is also one of the largest and richest in the variety and volume of its resources. Its commanding position 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, and its trade, which is yearly rapidly increasing in volume, has assumed immense proportions, and reaches to all parts of the civilized globe, with which it has established means of direct communication. It is Canada's western outlet to China, Japan and the far East, to Australasia and the Islands of the South Pacific, and to the great gold basin of the Yukon, which lies immediately to the north of it.

The province, which is about 700 miles in length, with an average width of 400 miles, contains an estimated area of 383,000 square miles—a larger area than that of any country of Europe, Russia alone excepted. Its limits extend from the 49th parallel—the international boundary between the Dominion 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, Queen Charlotte Islands, and a large part of the archipelago of the Pacific coast being included within its bounds, and forming a portion of Canada's great maritime province of the West. Speaking generally, British Columbia is a mountainous country, with intervening valleys of rich prairie, magnificent stretches of forest lands and incomparable waterways. Its natural resources—in its mines, forests, streams and soil—are numerous, diversified and practically illimitable. Its timber is unequalled in quality, quantity and variety; its numerous mines already discovered, and under process of development, and its wide extent of unexplored country, speak of vast areas of mineral wealth; its wide, fertile valleys indicate wonderful agricultural possibilities; and its waters, containing marvellous quantities of the most palatable and valuable fish, combine to give British Columbia a value that is now only beginning to be comprehended. The whole country, which is awakening to a new life through the rapid development of its boundless resources, offers unparalleled inducements to the homeseeker, whether it be the settler in search of a farm, the miner in quest

## BRITISH COLUMBIA MAINLAND

of gold or other precious metals, the lumberman, the fisherman, or the business man, with large or small capital for investment. It is a country of great possibilities and certainties to the persevering, industrious and frugal, and one which offers many opportunities for all classes.

### COAST AND HARBOURS

British Columbia has a magnificent ocean frontage of 1,000 miles; its coast line on both island and mainland being sinuous and indented to a remarkable degree. It has many fine harbours, the principal of which is located at the entrance of Burrard Inlet, a few miles north of the mouth of the Fraser River, on which is Vancouver, the western terminus of the Canadian Pacific Railway, which traverses the Dominion from Atlantic tidewater.

Victoria, on Vancouver Island, possesses an outer harbour at which all the ocean liners dock, and an inner harbour for vessels drawing up to eighteen feet.

Three miles from Victoria is Esquimalt harbour, which is about three miles long and something under two miles broad in the widest part; it has an average depth of six to eight fathoms, and affords excellent holding ground, the bottom being a tenacious blue clay. The Canadian Government has built a dry-dock at Esquimalt 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, from which large shipments of coal are made to Canadian and United States points.

### 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 Chilicoten, 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 vessels drawing twenty feet to New Westminster, about fifteen miles from its mouth, and for light draught 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 in Cariboo.

The Columbia is a large river rising in the south-eastern part of the province, in the neighbourhood of the Rocky Mountains, near 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. Rich gold discoveries at its head waters have been reported in recent years, but the river more properly belongs to the district east of the mountains that bears its name.

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.

The Stikine, which flows into the Pacific Ocean through a short stretch of Alaskan territory, forms the main artery of communication for a large portion of the province north of latitude 57 degs., and for years has been regularly navigated. The Cassiar mining district is reached by it, and it is also one of the great highways to the Yukon gold fields. It is navigable for river steamboats for about 130 miles to Glenora and Telegraph Creek, from which it is 145 miles overland to Teslin Lake, the principal source of the Yukon River, to which there is easy navigation for steamers and smaller craft.

### LOCAL DISTRICTS

The mainland of the province is divided into Westminster, Yale, Kootenay, Lillooet, Cariboo, Cassiar and Comox districts, which are sub-divided into divisions for local purposes. The most westwardly of these districts on the mainland is the

### NEW WESTMINSTER DISTRICT

which extends from the international boundary line on the south to 50 degs. 15 mins. on the north. Its eastern boundary is the 122 deg. longitude, and its western the 124 deg. where it strikes the head of Jarvis Inlet, and the Straits of Georgia. In this district there is a good deal of excellent farming land, particularly in the Fraser River Valley and in its delta. The soil is rich and strong, the climate mild, but in the winter months of the year there is considerable rain, which comes instead of snow, in those parts of the district nearest the coast. Live stock are often allowed to shift for themselves the year around. Heavy yields of grain 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, 110 bushels of oats per acre, and hay that yielded three and a half to five 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, almonds, prunes, 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 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.

The chief centres of this district are Vancouver and New Westminster.

**VANCOUVER.**—On a peninsula having Burrard Inlet on the east, one of the finest harbours in the world, and English Bay on the west, is the marvellous 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 highlands 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 Company 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. 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 Japan and China, the Hawaiian and Fijian Islands, New Zealand and Australia, 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 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 lines. The Canadian-Australian Line gives a service to Australia via Honolulu, H.I., Suva, Fiji, and Wellington, New Zealand, every four weeks. There are regular and frequent sailings to Alaskan points, by which the Klondike gold fields are reached, a choice of routes being offered by Dyea, Skagway, the Stikine, and by St. Michaels, in Behring Sea, and up the Yukon. Steamers ply between Vancouver and Victoria and Nanaimo daily, and connection is also made at Victoria for all Alaskan and Puget Sound ports and to Portland and San Francisco. The Seattle & International 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, wiped the young wooden city out of existence, leaving but one solitary building, 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 is not only a great trade and

outfitting centre for the mining regions of British Columbia and the Klondike, and for the shipping, fishing and lumbering districts, but has several extensive industries—the British Columbia Iron Works, sugar refinery, cement works, canneries, soap 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, which are paved with asphalt, and there is a service of electric cars to and from New Westminster, on the Fraser River, a distance of about twelve miles. 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 a dream of beauty to all tourists. It 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 Valley and the delta. There are forty-six large salmon canneries within easy reach of New Westminster, six being within the city's limits. These establishments represent an invested capital of \$1,345,000, 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, and has led to the establishment of an automatic can

## CASSIAR DISTRICT

factory, which manufactures millions of cans annually. 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, conducted on the eastern system. At the New Westminster Royal Park an annual exhibition is held, which is amongst the best in Canada. 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 1897 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**, a rising town on the delta of the Fraser, has several fish canneries, saw mill, creamery, etc., and is surrounded by a prairie region of great fertility, a considerable area having been reclaimed by dyking.

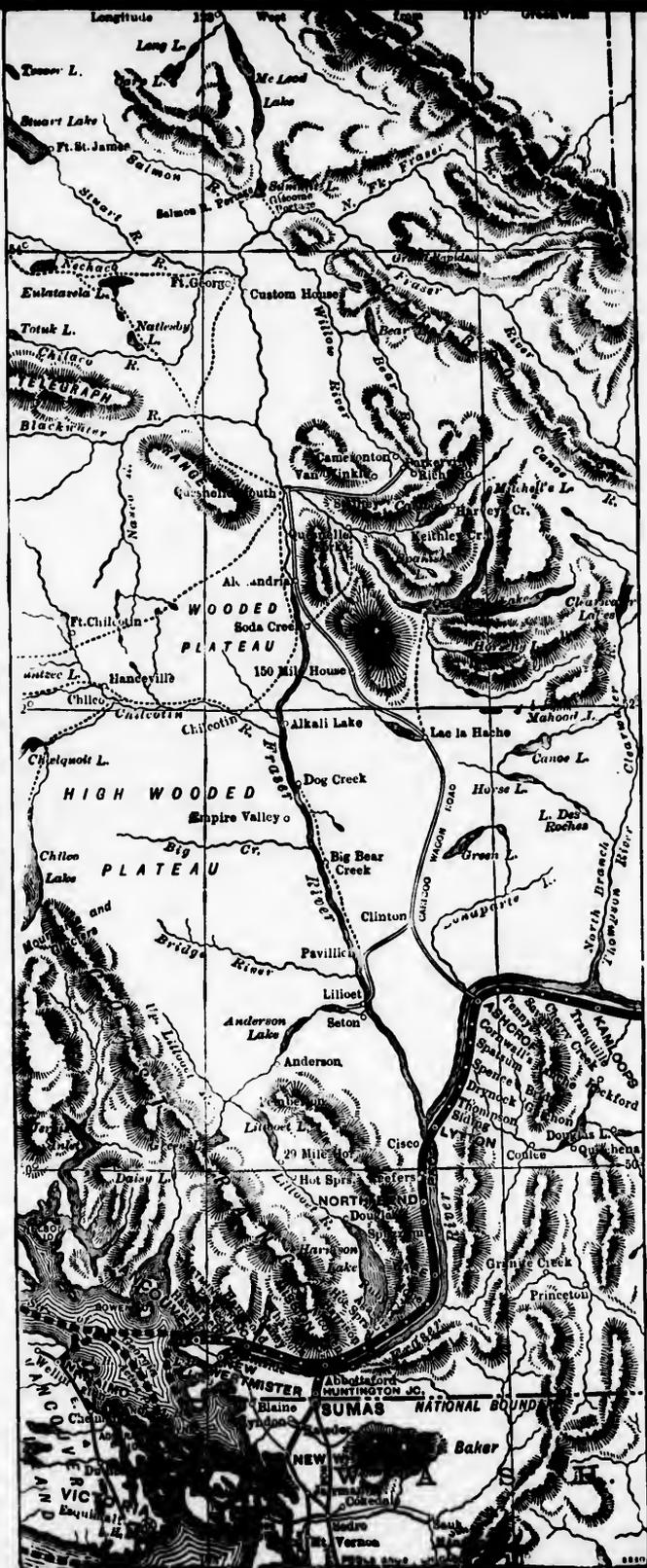
**CHILLIWACK**, an important town, with a population of 700, is in the centre of a large agricultural and fruit-growing district, known as the garden of British Columbia. The valley has about 3,700 inhabitants. It has a fruit cannery, cheese factories, creameries, several saw and shingle mills, grist mill, lime kiln, brick yard, etc., besides many fine public buildings, such as the court house, bank, etc. Steamers run daily between Chilliwack and New Westminster.

**MISSION CITY** is a C. P. R. junction point, with its Mission branch connecting with the American system. It is 43 miles from Vancouver, on the north side of the Fraser, and 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

occupies the whole western portion of the province from the 26 deg. 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, being penetrated by the great gold belt which extends from the Kootenay to the Yukon, and indications are numerous of further mineral wealth to be developed so soon as better transportation facilities are provided. As the wealth of Cassiar is becoming more widely known, it is becoming the prospecting ground of miners, and as some of the trails leading to the Klondike pass through the district it is expected that during the present year it will attract many explorers who believe that its latent riches are not less than those of the Yukon. 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 Vancouver and Victoria for the Skeena River, Port Simpson, Glenora on the Stikine, and other points on the coast within the district. See page 44. northern zone, as to climate.

MAP OF THE CARIBOO DISTRICT



### 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 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



CARIBOO ROAD FROM ASHCROFT.

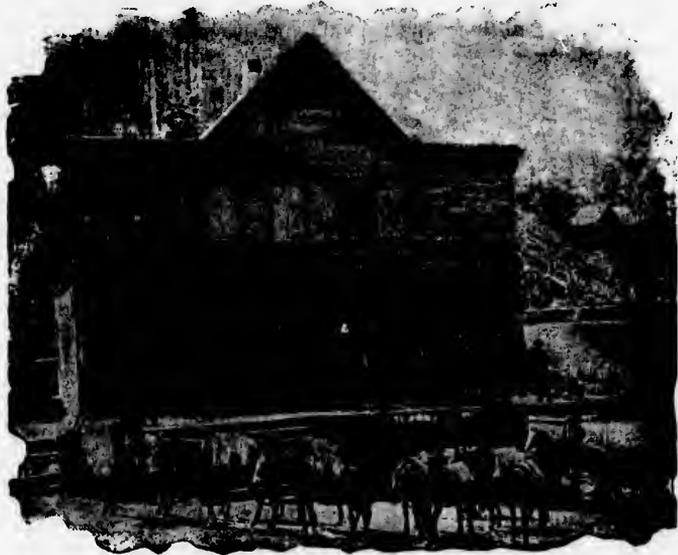
extensively prosecuted. During the past few years several costly hydraulic plants have been introduced by different wealthy mining companies which are now operating well-known claims with the most gratifying results, and there is every prospect of a second golden harvest which in its immensity and value will completely overshadow that which made Cariboo famous forty 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; and the Cariboo Hydraulic Mining Co., with a capital of \$500,000, 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 seventeen miles of ditching, which supplies a capacity of 3,000 miner's 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. The Golden River Canoe Company is laying bare the bottom of the South Fork River, 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 seasons of 1896 and 1897 served to materially advance the interests of the district, and the season of 1898 will doubtless 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 here 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 conveyances. 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, Quesnelle Mouth, Horsefly, Quesnelle 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 43, middle zone.

## OMINECA AND PEACE RIVER

The Omineca (a sub-division of the Cariboo district) and the Peace River countries, the former of which is best reached by the Cariboo road from Ashcroft and the latter by way of Calgary and Edmonton, are attracting much attention, as there is a large and practically unex-

ploded section of country that is known to be rich in gold and silver. Besides placer mining, there was quite a little excitement in Omineca during 1897 in quartz mining. The ore is copper, carrying gold and silver, assays showing a value of \$50 to the ton. The opening up of several hydraulic mines is giving that country a well-deserved prominence. These mines are nearly 600 miles north of Ashcroft, and are being largely operated. There is said to be much rich hydraulic ground in that section. In the Peace River country there were some large finds of gold reported during the past summer, and this year it will doubtless be the scene of active operations in prospecting and placer mining, when this great northern country will be more carefully explored.



STARTING FOR THE MINES.

## 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 free milling gold is found near the town of Lillooet, where a number of 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 43. 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 sub-divided into the Nicola, the Okanagan and the North Thompson countries.

#### THE NICOLA VALLEY,

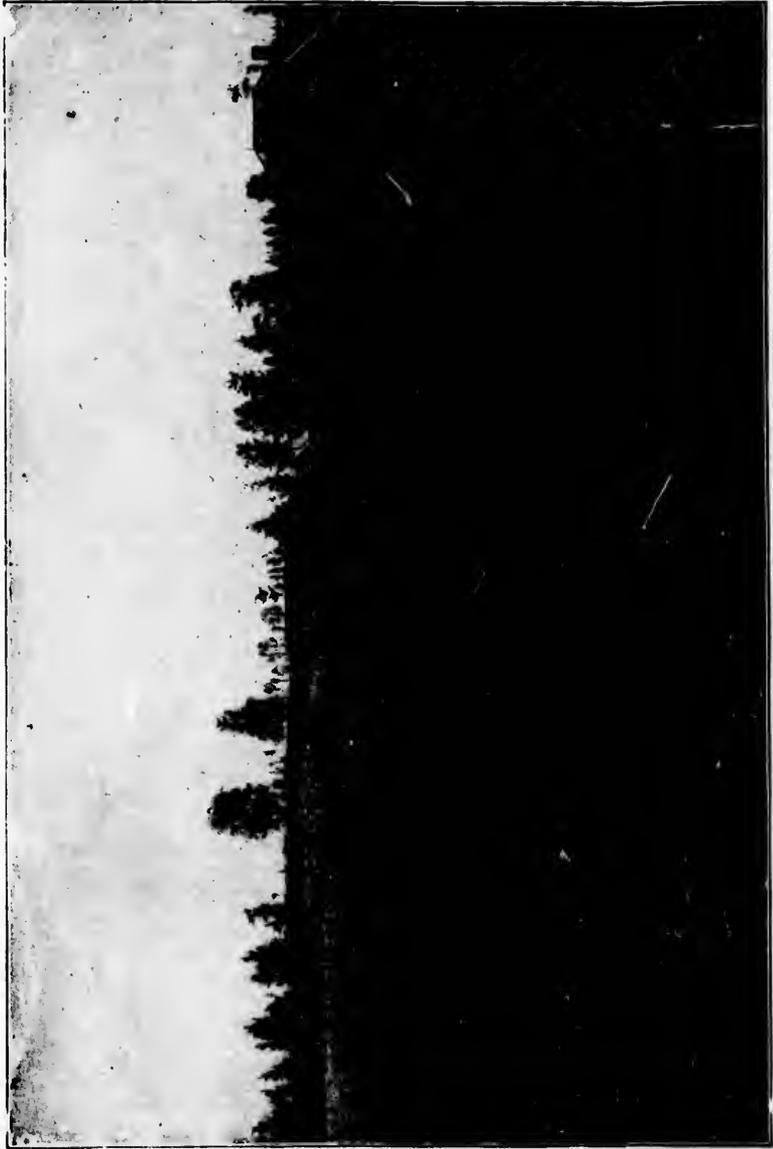
forming the central part of the Yale district, while specially adapted to pastoral pursuits, is well fitted for agriculture and the growth of all classes of cereals. The crops already grown are excellent in quality and the yield exceptionally large. There is greater tendency now to mixed farming than 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 42, 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 agricultural and stock-raising pursuits. In this part are to be found the most extensive farms in the province, as well as the largest cattle ranges. Many can count their herds by the thousands of head, and their broad fields by thousands of acres. The district is an extensive one and within its borders are to be found large lakes, the principal one being Okanagan, whilst such streams as the Spallumcheen and other large rivers flow through the district.

Okanagan is famous as a grain-growing country. From three-quarters to a ton of wheat is grown per acre, the best quality fetching \$28 per ton. Wheat sometimes runs 68 lbs. to the bushel (there being 33 1-3 bushels to the ton), and a field near Enderby averaged 72 bushels to the acre, although this was an exceptional yield. 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, twenty-four miles south of



HOP GARDENS IN BRITISH COLUMBIA

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 managed by the farmers of the vicinity, which was 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 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 200 acres is the point of attraction for visitors to Vernon, being one of the largest orchards in the Dominion. His Excellency has also a dairy farm near Kelowna, on the east side of the lake. An excellent quality of cigar-wrapper and leaf tobacco is grown about Kelowna, but this branch of industry is only in its infancy, and 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 Sicamous on the main line of the Canadian Pacific, a distance of forty-six miles, has proved an immense impetus to this splendid section of the country. There are magnificent 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 Railway Company, plies to Kelowna (formerly called the Mission) and to Penticton, at the south end of the lake, which is seventy miles in length, and the Provincial Government has constructed 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 Okanagan Valley, in fact, is one of the best hunting grounds known to the world—cariboo, deer, bear, mountain sheep, and goat being plentiful in many sections. The Boundary Creek district, lying along the international boundary, contains a large area which is mineralized throughout its extent. Some valuable mines are being operated successfully, and on the completion of the projected railway from Robson to Penticton a great impetus will be given to this section, which is known to rival the Trail Creek district in the richness and extent of its mineral deposits. 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 can range, are found throughout the district. The country tributary to Lake Okanagan is pre-eminently suitable for settlement and will shortly become thickly populated.

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, Carson and Grand Forks in the rapidly developing mining region near the international boundary, which can be reached by stage 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 1,500 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 Company'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 twenty-five 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. Hop-growing is carried on extensively here.

Harrison Hot Springs, a noted health resort for people on the coast from southern California to Alaska, is five miles distant from Agassiz, on Harrison lake.

VERNON is a good sized town of 1,200 population, with three principal hotels and other minor ones. There are stores of all kinds, flour and sawmills and two banks. Having a first-rate farming and ranching country in its immediate vicinity, besides vast 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 a large grist and sawmills.

KELOWNA, on Okanagan Lake, thirty-three miles south of Vernon, is a prosperous village, to which is tributary the trade of the greater part of the Mission Valley and the Sunnyside district. It has a hotel, good stores, saw and planing mill, and the Kelowna Shippers' Union has erected a large warehouse for storage of fruit and vegetables for shipment to Kootenay, and as far east as Calgary in Alberta.

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, where the Government offices are established.

GRAND FORKS, twenty 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.

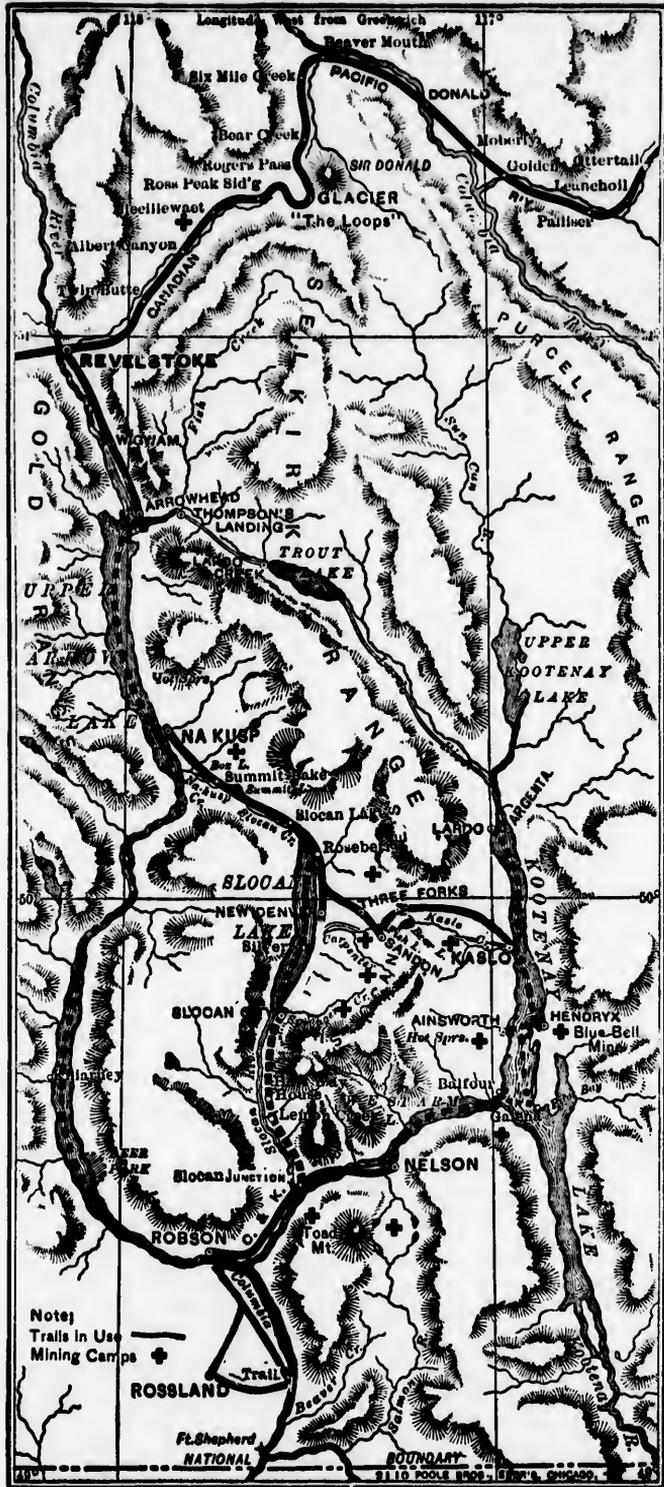
GREENWOOD is a new and flourishing town in the midst of a rich mining section, with a population of about 700, and close to it the rival town of Anaconda has sprung up.

## 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 an area of 16,500,000 acres. It is divided into West and East Kootenay, the Purcell range of mountains separating the two.

### WEST KOOTENAY.

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 Lardeau, Big Bend and other parts of this rich region mining will be 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 \$9,000,000, and with the additional transportation and smelting facilities now being afforded, this amount will doubtless be largely increased during 1898. Capitalists and practical miners have shown their unbounded confidence in West Kootenay by investing millions of dollars in developing



KOOTENAY DISTRICT

claims, equipping mines, erecting smelters, building tramways, etc., and an eminent American authority speaks of it as "the coming mining empire of the North-West." 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 sawmills 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 runs south twenty-eight miles to Arrowhead, at the head of Upper Arrow Lake, from which the fine new steamers of the Canadian Pacific Railway Company are taken to Nakusp, near the foot of the lake, where rail communication with the towns of the Slocan, the



STEAMER KOKANEE.

principal of which are New Denver, Three Forks, and Sandon, the centre of a rich mining region has been established. There is an excellent steamboat service on Slocan Lake between Roseberry and Slocan City, and from the latter another branch railway has been built by the C.P.R. to the Lower Kootenay River, connecting there with the railway between Robson and Nelson. 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 and 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 daily to all the mining towns on the Kootenay Lake—Pilot Bay, Ainsworth, Kaslo, etc., and weekly to Argenta, in the Lardiau country. Rossland, the centre of the new gold fields of the Trail Creek district, is reached at present from Robson by railway by way of Trail, but another line from Robson is expected to be constructed shortly

## CHIEF TOWNS.

**REVELSTOKE**, on the Canadian Pacific Railway, is one of the chief towns of West Kootenay, and has shown great progress during 1897, when a large number of buildings were erected. 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 1,200.

**ARROWHEAD**, at the head of Upper Arrow Lake, where transfer is made from rail to steamer by those intending to visit the West Kootenay camps, is a small town containing hotels, stores, etc.

**FERGUSON** and **TROUT LAKE CITY** are new towns in the Trout Lake district, reached by steamer and stage from Arrowhead, and in their brief existence have shown rapid growth.

**HALCYON HOT SPRINGS**, on Upper Arrow Lake, twelve miles from Arrowhead, is a health resort, the waters of the springs having peculiar curative properties.

**NAKUSP**, near the foot of Upper Arrow Lake, is the initial point of the Nakusp and Slocan branch of the Canadian Pacific Railway. It is prettily situated, and has a shipyard, at which the fine steamers plying on the Columbia River and Arrow Lakes were constructed.

**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 1,000. 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. and S. Railway, at the head of Slocan Lake, and the starting point for steamers on Slocan Lake.

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

**ENTERPRISE** is a large shipping point on Slocan Lake.

**SLOCAN CITY** and **BRANDON**, which are practically one town, 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 and Slocan Railway. Large concentrating works are erected near the town, with a daily capacity of 100 tons. A number of very rich mines are being operated within a short distance of Three Forks.

**SANDON**, the terminus of the Nakusp and 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. It has a population of over 1,500, and possesses all the adjuncts of modern towns.

**CODY** is a new town, one mile above Sandon, and is in the centre of a group of very rich silver, lead and galena mines, amongst which is the Noble Five.



NELSON, B.C.

NELSON, with a population of 3,000, is situated on an arm of Kootenay Lake, twenty-eight miles east of Robson, and from it points on the lake are reached daily by steamer. A smelter with a daily capacity of 350 tons is erected here, and an aerial tramway connects it with the celebrated Hall mines, four and a half miles distant. Nelson is the judicial centre for Southern Kootenay, and here the customs and Government offices are located. It is an important business town, with well-stocked stores, and is unsurpassed as a residential place. During the past year it has made wonderful progress, building operations having been extensively carried on and its trade greatly extended.

KASLO, on Kootenay Lake, is one of the bases of supplies for mines on the eastern slope of the Slocan district. Population 2,500, which is rapidly increasing. Every branch of business is represented in Kaslo, which has also sampling works.

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 Braden Eros. Co., which have a capacity of 150 tons daily, and in which \$500,000 have been invested, are located.

YMIR is a flourishing mining town in the Salmon River country which sprang into existence recently.

TRAIL, on the Columbia River, a town without an existence in 1894, has extensive smelting works with a capacity of 400 tons daily, and the town boasts of first-class hotels, newspapers, general stores, etc. It has a population of over 1,500.

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 8,000 in January, 1898, which is increasing rapidly. At Rossland are the celebrated Le Roi, War Eagle, Centre Star 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, several chartered banks, is lighted by electricity and has a system of water works.



SANDON, B.C.

### 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 and Kootenay, Iron Mask 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 famous Slocan district, from which large shipments of ore have been and are being made. The

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general character of its ore is high grade galena, often carrying 600 ounces of silver to the ton, and averaging 125 ounces and over, and 50 per cent. lead. The principal mines are the Payne, Slocan Star, which paid \$300,000 in dividends in 1896; Reco, which, having been worked only about a year, paid \$185,000 in dividends. Enterprise, Good Enough, Whitewater, Alamo, Ruth, Dardanelles, Noble Five, Washington, Idaho, Mountain Chief and Grady groups. The Wonderful, two miles from Sandon, is the only hydraulicing 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. It has sixty-nine shipping mines, of which no fewer than twenty-seven were dividend payers in 1897. On the east side of Slocan Lake and river are valuable silver-lead properties and gold-bearing propositions undergoing development. 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 bornite. 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, equipped with stamp mills, are now being profitably operated near Nelson. Hydraulicing is also carried on at Forty-Nine Creek with profitable results. During the summer of 1897 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 to 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 labourers 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 \$6.00 to \$7.00 per week at mine boarding houses; from \$6.00 to \$10.00 at private boarding houses; and transient rates at hotels are \$2.00 to \$3.00 per day.

## EAST KOOTENAY

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 main line of the Canadian Pacific Railway. The country practically contains every variety of mineral wealth that is known to exist in North America, and which is found in every form—singly and in combination. It has vast coal, gas and oil deposits.

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 to the West Kootenay mining districts, and the early construction of the branch roads and other lines within a few years will add marvellously to its

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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. Its mineral wealth, although known, has not until recently been largely exploited, owing to the lack of transportation facilities. The completion of the Crow's Nest Railway through the southern part of the district will, however, give an impetus to mining, which, it is expected, will demonstrate that its ores are as rich and as widely distributed as in other parts of British Columbia.

East Kootenay 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 eight to ten 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 Sproat's report, "one of the prettiest and most favoured 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 abounding.

Its coal areas are amongst the most extensive in the world, and the coal being admirably adapted for coking purposes will give cheap fuel to the smelters which it is anticipated will be established in close proximity to the mines of the Kootenays. Much, too, 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 and means of transportation for their development. 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 forty miles from the head waters of the Columbia; Cranbrooke and Wardner, on the Kootenay River, and Moyie City, on Moyie Lake, near the divide between East and West Kootenay—both the latter being on the Crow's Nest Railway, and other towns will likely spring up along the railroad, which is to be finished by the end of the current year. Prospectors, sportsmen, miners and others can supply their requirements at these places, and also at Windermere, on the Lower Columbia Lake, and Thunder Hill Landing, on Upper Columbia Lake. Cranbrooke, an important divisional point on the Crow's Nest Pass Railway, is destined to become one of the principal centres of East Kootenay.

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 steamboat company operates a series of tramways to connect the upper lakes and mines, and owns a fleet of barges used in the transportation of ores and other heavy freights. During the summer, however, means of reaching the country will be afforded by the Crow's Nest Railway from Dunmore, on the main line of the Canadian Pacific, and from Calgary. For climate of East and West Kootenay, see page 42, southern zone.

#### MINING LOCALITIES

Along the line of the Canadian Pacific Railway, not far from Golden, Donald and other stations, mining operations are being prosecuted. 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-grade carbonates shipped. The Jupiter group of claims, at the head of Upper Columbia Lake, extends about a mile or 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 fifty-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, twenty-five or thirty miles further south, and twenty miles from Fort Steele, are the North Star and Sullivan groups. The former is a large lode, fifteen to thirty 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 1897 was 5,000 tons, its value averaging \$60 per ton. 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-lead lodes have been discovered, and, as at the St. Eugene Mines, 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.

### 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, Seattle, 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 neighbouring 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 favourable 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 Okanagan Landing, at the head of Okanagan Lake, from which the C.P.R. steamer Aberdeen plies tri-weekly to Kelowna and Penticton, from which all parts of the Boundary Creek mining regions are easily reached by stages.

REVELSTOKE, forty-three miles east of Sicamous, is a railway divisional point, and a busy mountain town on the Columbia River, which has made marvellous strides during the past year. 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,

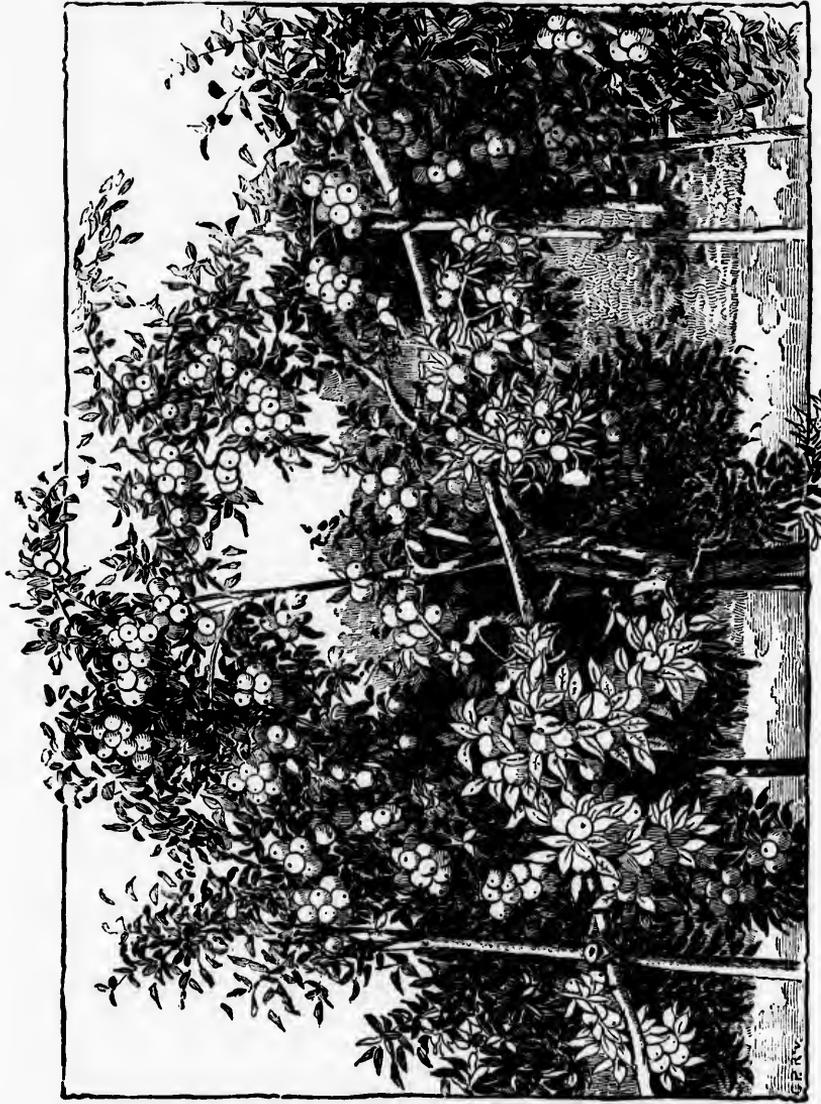
DONALD, on the Columbia, as it flows northward, is the next town on the railway. It is a divisional point, and the headquarters of the mountain section of the railway, the line east of this being in the western division. Here watches are put on one hour going east and put back one hour going west, to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

## VANCOUVER ISLAND

Vancouver Island, which is separated from the mainland by the Straits of Georgia, 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 gladed country, having a growth of wild flowers and grasses—the white clover, sweet grass, cowslip, wild timothy and a profusion of berries. The two ends of Vancouver Island are, comparatively speaking, flat, but there are mountains in the interior ranging from



APPLE TREES.—BRITISH COLUMBIA

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, and covering over an acre of ground, especially being an imposing structure. Many of the manufacturing and commercial interests of the province are centred at Victoria, which is one of the great outfitting points on the coast for mining parties destined for the Klondike, Cassiar, and other mining regions. 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 and China; the Canadian-Australian R. M. Line to Honolulu, H.I.; Suva, Fiji; Wellington, New Zealand, and Sydney, 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



APPLE TREES—BRITISH COLUMBIA

to all important Puget Sound ports, and to points northward on the island and mainland, and all regular San Francisco and Alaska steamers call at Victoria.

The city has for many seasons been a favourite resort for tourists and appears to be growing steadily in popularity. The country for some miles about the city supports a scattered farming population and furnishes a portion of the supplies of the city, but it is particularly adapted to fruit culture. Here every variety of fruit grown in a temperate climate attains peculiar excellence, and fruit culture promises to become a leading industry in the near future.

**ESQUIMALT.**—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.

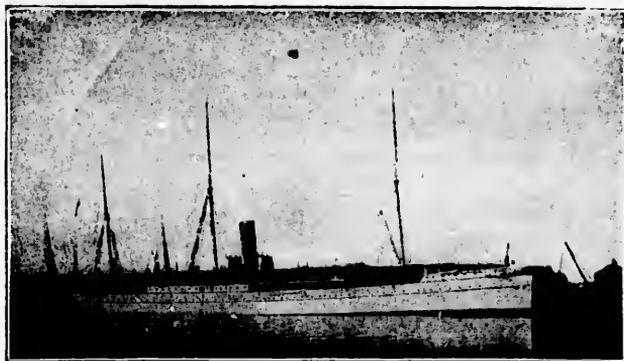
**NANAIMO.**—Situated on rising ground and overlooking a fine harbour on the east coast of Vancouver Island is the thriving city of Nanaimo, with a population of 5,000, but taking in the mining districts immediately tributary to it the population would probably be between 9,000 and 10,000. Nanaimo ranks 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 south-eastern corner of Vancouver Island, are the principal centres. There are smaller communities on the island, mainly on the south-east 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. Saanich is another farming settlement at the extreme southeast; Maple Bay, Chemainus, Somenos, all in the neighbourhood of Cowichan; Comox, some sixty miles north of Nanaimo, in the vicinity of which are some of the principal logging camps; Union, where large coke ovens are in constant operation, 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 deposits of clay, sand and gravel, sometimes partially mixed, and frequently with a thick topsoil of vegetable mould of varying depth. At other places towards the north of the island on the eastern shore are some rich loams, immediately available for cultivation. The mixed soil, with proper treatment, bears heavy crops of wheat; the sand and gravelly loams do well for oats, rye, barley, buckwheat, roots, etc., and where the soil is a deep loamy one fruit grows well. The following average of the yield of a properly cultivated farm in the Comox district is given by a member of the Canadian Geological Survey. This is from the best land in Comox, but there are other parts of the island not much inferior:

Wheat, from 30 to 45 bushels per acre; barley, 30 to 35 bushels; oats, 50 to 60 bushels; peas, 40 to 45 bushels; potatoes, 150 to 200 bushels; turnips, 20 to 25 tons per acre.



CANADIAN PACIFIC RY. CO'S STEAMSHIP "TARTAR,"  
ON THE VANCOUVER, VICTORIA AND FORT WRANGEL-STIKINE ROUTE.

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## 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 a comparatively recent date, 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 neighbourhood.

The railway now pierces the auriferous ranges; men and material can be carried into the heart of the mountains, and with each succeeding season fresh gold deposits are found, or the old ones traced to the quartz rock, and capital and adequate machinery brought to bear upon them. In no section is this more strongly demonstrated than in the famed Cariboo region, where during the past four years hydraulic mining has been commenced on a large scale, and improved plant to the value of nearly a million dollars introduced. During the past two years over fifty 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 shipments of ore are largely increasing yearly. Railroads in this section have opened up the country, and a magnificent steamboat service on the lakes and rivers affords every required means of transportation. Several smelters have been erected and are in operation, smelting the ore in close proximity to the mines, while the establishment of others at favourable points is an assured fact. There can be no doubt that the output will be largely on the increase, as development work shows more ore in sight every day, and the conditions for mining cheaply have largely improved.

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.

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 in 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.

The coal fields of the Crow's Nest Pass in East Kootenay are said to be the largest in the world in extent. On the ridges between Marten and Michel Creek a wonderful series of coal seams is disclosed, one above the other, from near the level of the trail to the

summit of the highest ridge. The outcrops are in twenty seams, showing a total thickness of 132 feet, one of the seams being thirty feet in width. Fourteen of these seams are canna coal. It is estimated that between the eastern summit and the valley of Elk River there is an area of not less than 144 square miles that is destined to be one of the most productive coal fields of the Dominion. On Elk River there are seams outcropping which show a total thickness of 148 feet. Many of the seams are first-class coking coals, and others are good gas coal, but none of them are anthracite. There are other vast coal deposits known to exist in other portions of southeast Kootenay which will have a remarkable value when the construction of the railway now building is completed to West Kootenay.

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 those 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.

#### Mineral Production of British Columbia to January 1, 1897.

##### A.—Total Production for all Years.

Gold, placer.....	\$57,704,855
Gold, lode.....	2,177,869
Silver.....	4,088,224
Lead.....	1,606,427
Copper.....	254,802
Coal and coke.....	33,934,427
Building stone, bricks, etc.....	1,200,000
Other metals.....	25,000

\$100,931,604

##### B.—Production for 1890 to 1896.

1890.....	\$2,608,608
1891.....	3,546,702
1892.....	3,017,971
1893.....	3,588,413
1894.....	4,225,717
1895.....	5,655,302
1896.....	7,146,425

##### C.—Productions of Metals per District.

District.	1895.	1896.
Cariboo.....	\$282,400	\$384,050
Cassiar.....	22,575	21,000
Kootenay, East.....	17,575	154,427
Kootenay, West.....	2,223,206	4,002,735
Lillooet.....	40,663	33,665
Yale.....	241,581	206,078
Other sources.....	10,000	15,000
	\$2,838,000	\$4,816,955

## SYNOPSIS OF BRITISH COLUMBIA MINING LAWS

(Subject to alteration, and not applicable to the Yukon.)

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 a year for an individual, and from \$50 to \$100 a year for a company, according to capital, 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 the 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 of 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 labour 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 five years from date of record.

To obtain a certificate of improvements to a mineral claim the

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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, M.E., 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. Reports, bulletins, etc., or any information obtained by the Bureau will be promptly sent on application, and shortly, on completion of the new Provincial Government buildings, a large collection of ores, minerals, etc., from the different mines will be arranged in the mineralogical museum.

### 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 wooded area is estimated at 285,000 square miles, and includes forty kinds of timber.

The finest growth is on the Coast and Vancouver Island, and in the Gold and Selkirk ranges. Millions on millions of feet of timber, locked for centuries past, have now become available for commerce. In 1896 the quantity cut amounted to 112,957,106 feet, not including that cut on Dominion and the Esquimalt & Nanaimo Railway lands. The Canadian Pacific Railway passes through a part of this, and crosses streams that will bring untold quantities to the mills and railway

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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 Larch (sometimes called Tamarac), Englemans 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.

## FISHERIES

### EAU

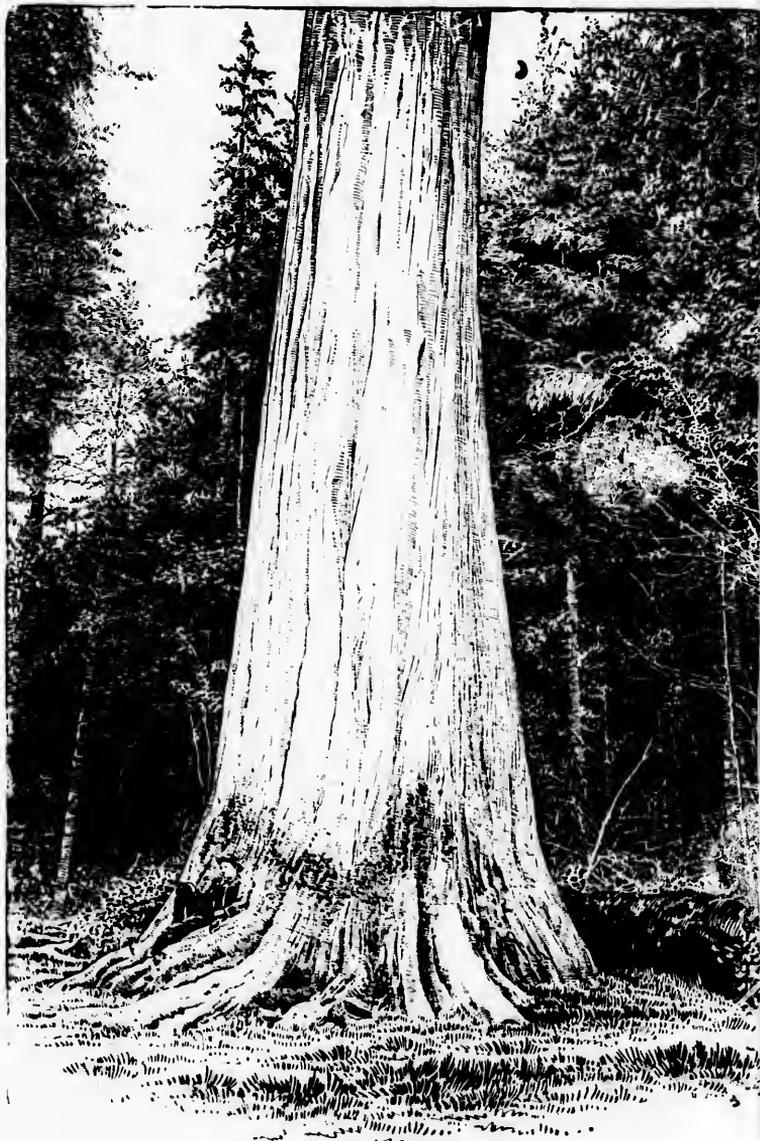
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An important part of the trade of British Columbia is the wealth of fish in the waters of her coast. Of these the most valuable at present is the salmon. They literally teem in the Fraser and Columbia Rivers, and frequently passengers on the Canadian 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 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 sixty-seven canneries in the province, employing 16,200 men, of whom 13,000 are engaged on the Fraser River, during the season. This is exclusive of those employed in sealing and deep-sea fishing. Each cannery costs from \$30,000 to \$40,000 equipped, the amount invested in this enterprise being \$1,915,000. Of these, forty-six are on the Fraser, and twenty-one on the rivers and streams north of that great waterway. 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 1897 to \$4,000,000. The annual salmon pack has increased since the beginning of the industry in 1876 from 9,847 cases to 990,000 cases in 1897, valued at \$4,000,000, 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 fifteen years, 1883 to 1897, inclusive, the value of the salmon caught was \$33,000,000, and to this should be added the catch of halibut, sturgeon.

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GIANT TREES OF BRITISH COLUMBIA.

herring, oolachan, trout, cod, etc., the grand aggregate to date of the value of the fishery product of British Columbia, including fur seals, being \$50,000,000.

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 pounds. 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.

## LANDS

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 eighteen 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 six 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 (four 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 dross or fine slack, and fifty cents on timber.

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 main 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 Northwest 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.

#### C. P. R. LANDS IN EAST KOOTENAY

The Canadian Pacific Railway Company controls a large area of the choicest lands in the East Kootenay division. These lands are now being surveyed and examined, as it is the intention of the company to shortly place them on the market. The prices will range from \$1.00 (four shillings) an acre for the bunch grass pasturage land to \$5.00 (twenty shillings) an acre for first-class agricultural lands. The lands will be readily accessible by reason of the construction of the Crow's Nest Pass Railway. Maps showing the company's lands can be secured on application to L. A. Hamilton, C. P. R. Land Commissioner, Winnipeg, Manitoba.

## CLIMATE

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

### THE SOUTHERN ZONE.

This area, including that between the international boundary, 49 and 51 degrees N. lat., comprises several distinct districts—the East Kootenay, the West Kootenay, and the Okanagan and Kamloops country, or that lying between the Gold range and the Coast range.

The East Kootenay, to the west of the Crow's Nest Pass, now being opened to the world by the Canadian Pacific Railway to Rossland and West Kootenay, is principally known as yet through the country about Fort Steele. As remarked in the report of the British Columbia Department of Agriculture for 1896, "Fort Steele is the most southerly point visited in East Kootenay. It is unparalleled in all the upper country for the beauty of its situation and surroundings, and being, as it is, the centre of a fine agricultural and rich mining district, and on the line of the Crow's Nest Pass Railway, there is every reason to believe that this section will ere long attain a first rank in the districts of the interior." The climate is so mild that "hops can be successfully cultivated and fruits give a fair yield considering that the little orchards were only planted a few years ago."

The West Kootenay lies between the Purcell range and the Gold range proper, and includes the beautiful Arrowhead Lakes, leading down from Revelstoke by the Columbia River to Rossland. This, while a great mining country, has, as the agricultural report already quoted states, areas of from 50 to 1,000 acres in extent, here and there, available for agriculture. "About Revelstoke the red clover and vegetable and root crops grow luxuriantly." Fruit trees when planted have done well. The small tracts which have been cultivated about Nelson and Kaslo have produced splendid small fruits. On the shores of Kootenay Lake apple, pear, plum, cherry, and fruit trees are all found doing well on a ranch, with fruit of excellent quality. Large reclamation works are going on on lands on the Kootenay River, where 40,000 acres of bottom lands are being dyked. The manager of the works states, "We have found the soil and climate of the Lower Kootenay meadows almost phenomenally favourable for cereals, root crops, garden vegetables, and small fruits. The climate is both healthful and pleasant."

The Okanagan Valley, from Kettle River, on the boundary, to the Thompson, "is the great country of the Okanagan," says Dr. Bryce in the "Climates of Canada," "consisting of lower valleys and undulating plains and bench lands westward to the slopes of the Coast range, which of all British Columbia has that climate which will go far to give it claims as the great Canadian sanatorium. Of a width of 100 miles or more and 150 from north to south, this country has running northward to the Thompson the series of river and lake expansions known as the Okanagan Lakes. The general level of the bench lands lies between 1,000 and 2,000 feet, Vernon being 1,200. To describe it would be to follow up an endless series of valleys, as of the Kettle River, of the Similkameen River and

Osoyoos Lake, having the lowest average temperature in January, only 22.6 degrees, and highest average 75 degrees in July; of the Princeton and Granite Creek valleys, extending to Nicola, near the railway, lying to the northward, and having a rainfall in 1890 of 5.4 inches and very limited snowfall, not exceeding five inches as rain; of the Penticton and Trout Creek valley, at an altitude of 1,100 feet, with the bottoms for hay-cutting and the ranges for cattle, rising hundreds of feet as bench lands. Hillsides here are of a rich sandy loam, and clothed in many places with pine and the Douglas fir, with cottonwood, birch and willows along the river bottoms, as in the country surrounding the Okanagan Lake, from the Mission to Vernon, some forty miles apart. Here the total annual rainfall does not exceed ten inches, with a highest average temperature in August of 64 degrees and the lowest in February of 21 degrees. About Vernon are the Okanagan Valley proper, the White Valley, Creighton Valley, and the country of Mabel and Sugar Lakes, all with a climate much the same as at the Okanagan Mission, the altitude being 1,200 feet. Near Kelowna, some thirty miles from Vernon, is the estate of the Earl of Aberdeen, on which the largest horticultural development of the province has taken place. Hundreds of acres have been planted in orchard. Every fruit of the temperate climate grows, the tobacco plant and hop flourish, and even cotton has been grown as a curiosity. The apple, plum—prunes reach perfection here—and all small fruit flourish, grapes ripen nicely, and roses may be seen in full bloom in the end of October as far north as Kamloops. From Spallumcheen to Salmon River eastward, and to Kamloops westward on the Thompson, both along the line of the Canadian Pacific Railway, is a similar country, the climate all being practically the same as that of Kamloops, with the lowest average temperature in February of 13 degrees F.

#### MIDDLE ZONE.

This comprises the region between 51 and 53 degs. 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 degs. 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. Quoting from the "Climates of Canada":

"Northward from the Thompson for a hundred miles is another region of rolling bench lands, a similar country, growing somewhat colder than the latitude, but in a surprising manner maintaining a dryness far north into the Chillicoten rolling prairie country west of the Fraser; while at one hundred miles north of Kamloops such a moderate temperature exists that cattle maintain themselves all winter on the ranches in latitude 52 degs. Beyond this the rainfall increases till in the northern part of the plateau the forest has become more dense, and has the characteristics of the great forest areas of Eastern Canada."

"Regarding the climates of all this inland country, Dr. G. M. Dawson, of the Geological Survey, says: 'The climate of the interior is in

marked contrast to that of the coast. Though the mean annual temperature differs but little in the two, a great difference is observed between the mean summer and mean winter temperatures, and a still greater contrast between the extremes of heat and cold, as exemplified by Spence's Bridge and Esquimalt compared. At Spence's Bridge the total rainfall is 11.3 inches, making an open or lightly timbered country for ranching, while Esquimalt has a rainfall of 40 inches."

### THE NORTHERN ZONE.

The attention of the world is now drawn to this region. A vast gold area of illimitable wealth is being exploited, though present operations are almost confined to tributaries of the Yukon in the vicinity of the boundary line between Alaska and British Columbia. Although little is known from meteorological observations regarding the inland plateau northward beyond the 54th parallel, it may, in a general way, be stated that the country consists of rolling plateaus of gradually lessening height towards the north, free from excessive moisture owing to the precipitation of the vapours from the Pacific on the west side of the Coast range, and while, of course, having severe cold in winter, has in other respects the peculiar lightness and dryness characteristic of the whole country within the Coast range from the international boundary northwards. In fact, it may be said, it is only the gradually increasing north latitude which affects the length of the day, by which the winters are lengthened and the summers shortened. The long summer days make vegetation so rapid that cattle-grazing on the bunch grass is possible up to October, and even later in some seasons.

### THE PACIFIC COAST CLIMATE.

Mr. Stupart, director of the Dominion Meteorological Observatory at Toronto, says: "The annual rainfall along the exposed western coast of the island (Vancouver Island), and thence northward to Alaska, is very great, generally exceeding 100 inches. In the south-eastern part of the island, between Victoria and Nanaimo, the climate does not differ greatly from that found in the North of England; not only does the annual mean temperature agree very closely with that of parts of England, but the mean average of corresponding months is nearly the same."

Dr. Bryce, in "The Climates and Health Resorts of Canada," again says: "Extremes of temperature, and especially of daily extremes—the lowest temperature in two years being 8 degs. F., the lowest monthly average being 20 degs. F., and the highest in summer being 82 degs. F.—to that as above Alberni on the west coast, to Queen Charlotte Island, even to the 54th parallel. In all this country the fruits of temperate climates grow well, and farm animals live outdoors the year round. The rich bottoms of the Fraser delta have long been famous for their great hay crops and pasture lands; but here the extreme of rainfall is met, the mean for six years being 59.66 inches at New Westminster. The climate of the great Island of Vancouver, running northwest across two degrees of longitude and two degrees of latitude, presents every variety from that at the sea coast, with, as at Esquimalt, a very low daily range, and no annual extremes—the lowest temperature in two years being 8 degs F. the

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Observations of daily extremes. F., the west in summer west coast, this country animals live delta have lands; but being 50.66 and of Vancouver and two sea coast, annual extremes F. the

lowest monthly average being 20 degrees F., and the highest in summer being 82 degs. F.—to that as above Alberni on the west coast, where the Vancouver range rises first into a plateau to 4,000 feet, and even to 7,500 feet in Victoria Peak.

Apart from the mineral wealth of the island, its climate, with every variation possible, becomes most attractive. Its sea-shore climate is milder than many parts of England, with less rain and less seasonal variations. The west slope of the Coast range has a rank vegetation, owing to the excessive rainfalls, and the lower grounds, if mild, have, as a climate for residence, attractions rather for the pursuit of agriculture than as health resorts for the invalid.

## 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 1897 to \$7,130,381 imports and \$14,184,708 exports—a total of \$21,315,489—an increase of \$5,212,075 over the previous year. 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 United 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 Northwest Territories is rapidly developing. With the shipping facilities offered by the Canadian Pacific Railway and the magnificent steamship lines to Japan, China, Australia, New Zealand 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.

## 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 1897 over 200 public schools throughout the province, educating about 16,000 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.

## SPORT

In addition to its many advantages already referred to, British Columbia offers great attractions to the lover of rod and gun, both on the mainland and on Vancouver Island, some of the districts, like the Okanagan, having a world-wide reputation for the excellent sport they afford. 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.

## 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 Dominion Express Company's offices in London, Liverpool or Glasgow, and get a money order for it payable in Vancouver or Victoria, or at any other point in British Columbia, this system furnishing purchasers a receipt, giving absolute security in case orders are lost or destroyed; or he may pay his money either to any bank in London having an agency in British Columbia, such as the 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 labour, rates of wages, routes of travel, distances, expenses 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 necessities 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 boarding houses costs from about \$5.00 to \$6.50 per week, or 20s. to 26s. sterling, and upwards, and at hotels from \$1.50 (6s.) to \$4.00 (16s.) per day. Single meals can be obtained at 25 cents and 50 cents (1s. and 2s.), and lodging at 25 cents, 50 cents, and \$1.00 (4s.), according to accommodation.

### CANADIAN PACIFIC RAILWAY CO'S PUBLICATIONS

The Canadian Pacific Railway Company issues a number of pamphlets and folders, some of which are handsomely illustrated. Amongst them are, "The New Highway to the Orient," "The Gold Fields of Cariboo and Kootenay," "The Klondike and the Gold Fields of the Yukon," "Western Canada," "Westward to the Far East" and "East to the West" (guides to the principal cities of Japan and China, and how to reach them either by the eastern or western routes), "Summer Tours," "Fishing and Shooting," "Quebec Summer and Winter," "Banff, in the Canadian National Park," "The Gold Fields of New Ontario," "Climates and Health Resorts of Canada," etc.

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## 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, N.S., 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 passengers at Quebec, and thence the continent is crossed to Vancouver via the Canadian 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 round-about routes through the United States, which oftentimes necessitate expensive stoppages, troublesome customs inspections, 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 Government of the Dominion of Canada, who will give honest advice and information.

Intending passengers can obtain tickets through to various points in British Columbia, together with the fullest information relative to the most desirable places of location for farming, cattle raising, 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 Huntingdon, B.C., or Vancouver.

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

From Eastern States, via Montreal, P.Q., or Prescott, Ontario, or via Niagara Falls, Hamilton and Toronto.

**FROM EASTERN CANADA.**—By Canadian Pacific Railway from Halifax, St. John, N.B., Quebec, Montreal, or Ottawa, and by rail from Toronto and other points in Central and Western Ontario to North Bay, on Lake Nipissing, where connection is made with the transcontinental trains of the Canadian Pacific.

During the season of navigation there is an alternative lake route through Lakes Huron and Superior, via Owen Sound, on Georgian Bay, and Windsor, on the Detroit River (the latter during July and August only), to Fort William, at the western extremity of Lake Superior, and thence by the Canadian Pacific main line.

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