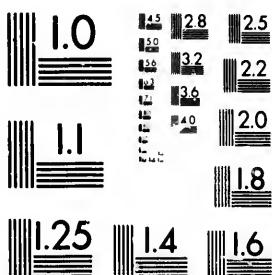


## IMAGE EVALUATION TEST TARGET (MT-3)



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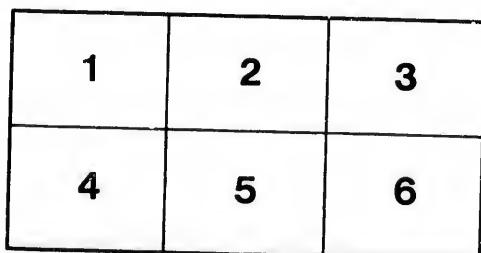
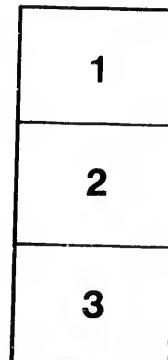
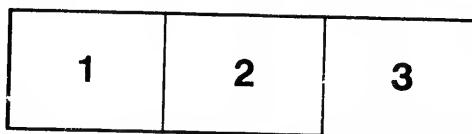
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# ② Art Work ②

ON

# British Columbia

## Canada



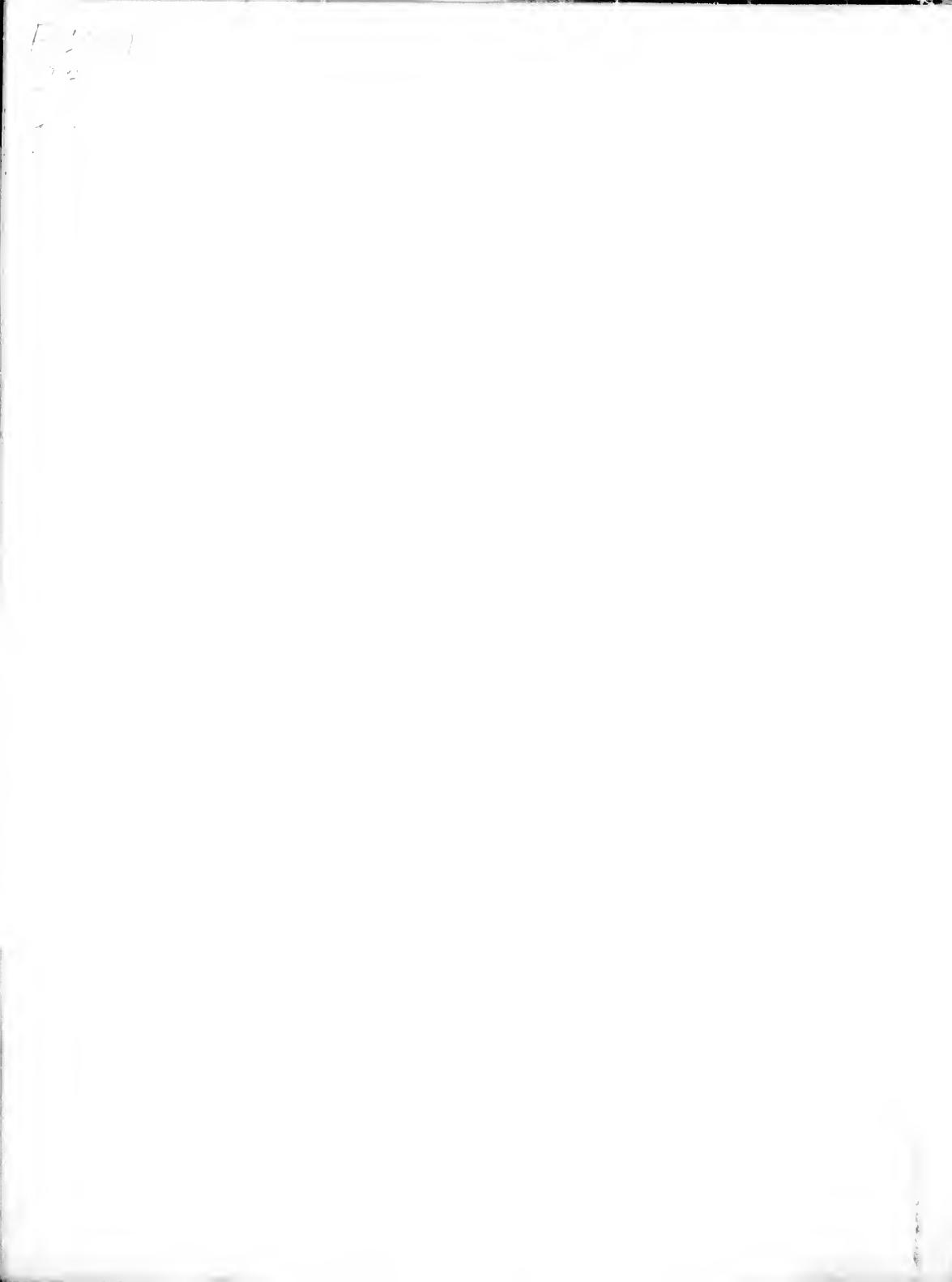
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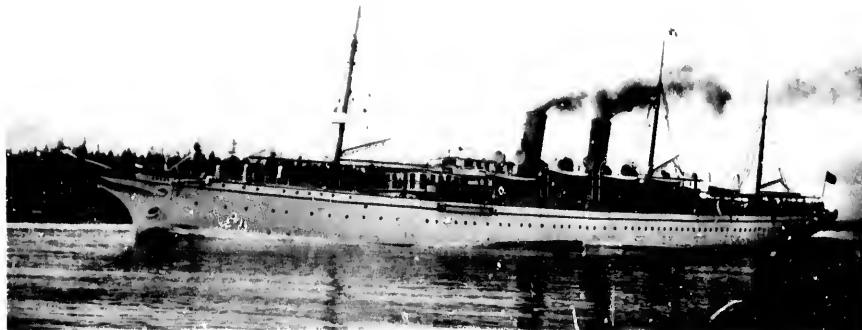


By

WILLIAM H. CARRE

1900





STEAMER EMPRESS OF JAPAN LEAVING VICTORIA.

## British Columbia's History and Development.

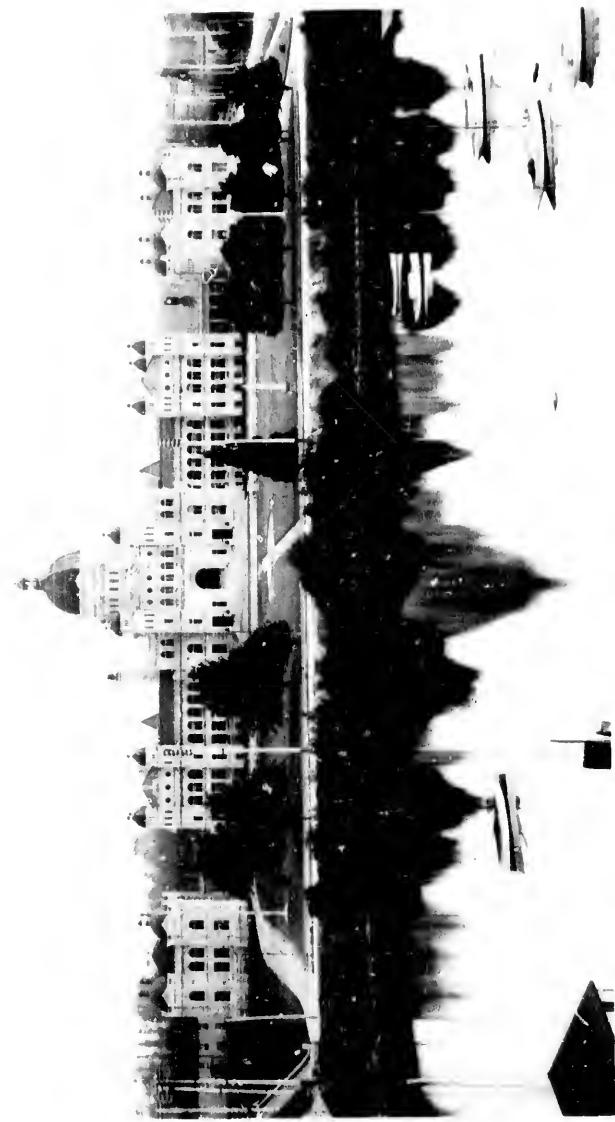
BY R. E. GOSSETT, late Provincial Librarian.

**T**HE STORY of British Columbia, embracing the whole of its varied experiences from the earliest discoveries on the Pacific Coast up to the present time, would involve the writing of a very big book.

So far as its history is concerned, it may be conveniently divided into three eras: Discovery, fur-trading and early settlement, and political organization.

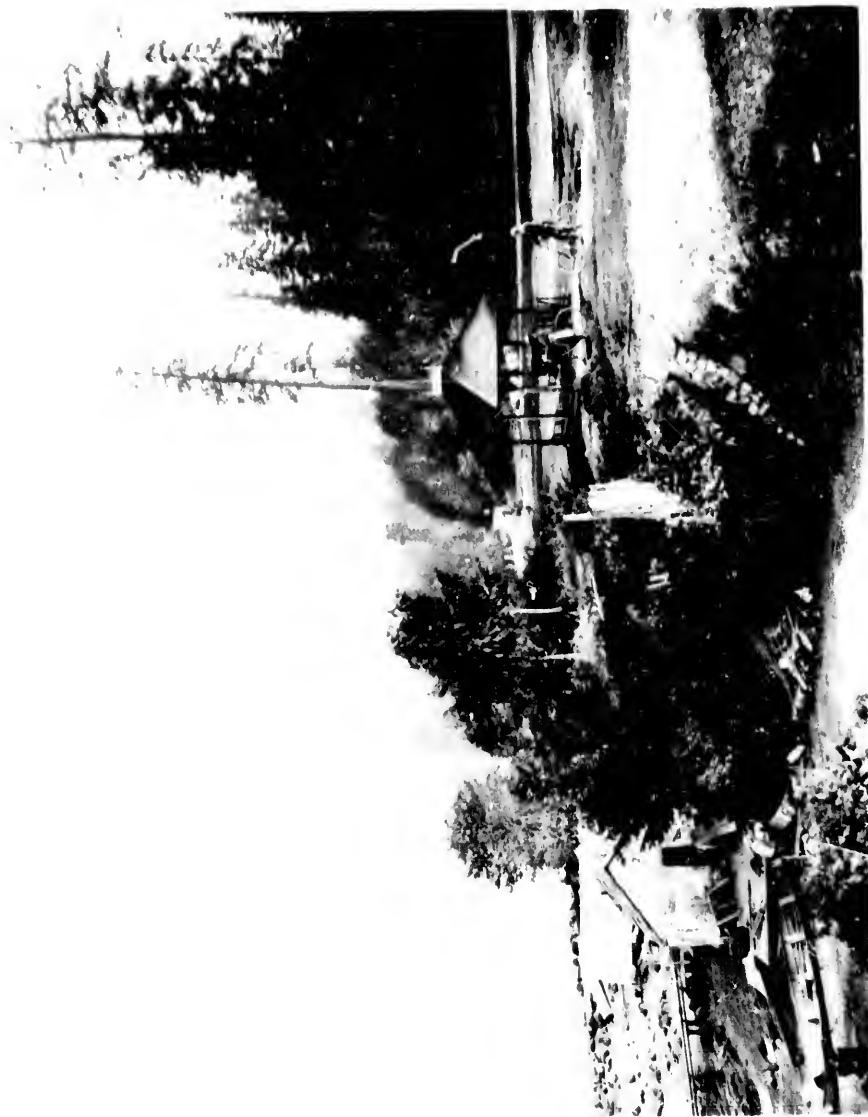
The first takes us back to the time when Balboa, in that picturesque incident of American history, having crossed the Isthmus of Panama, first of white men, in 1513, looked out over the waters of the Pacific Ocean; and carries us



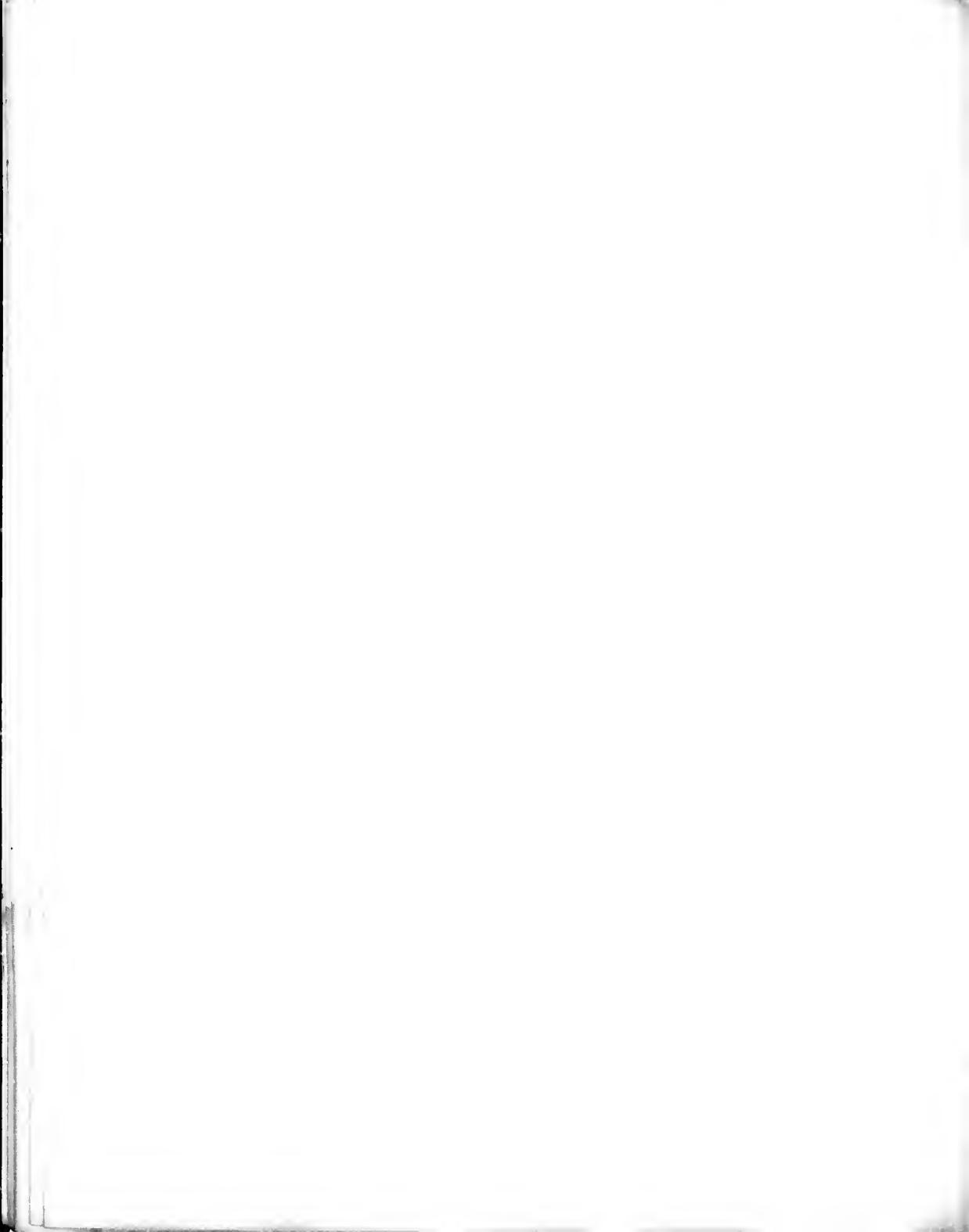


PARLIAMENT BUILDING, VICTORIA.

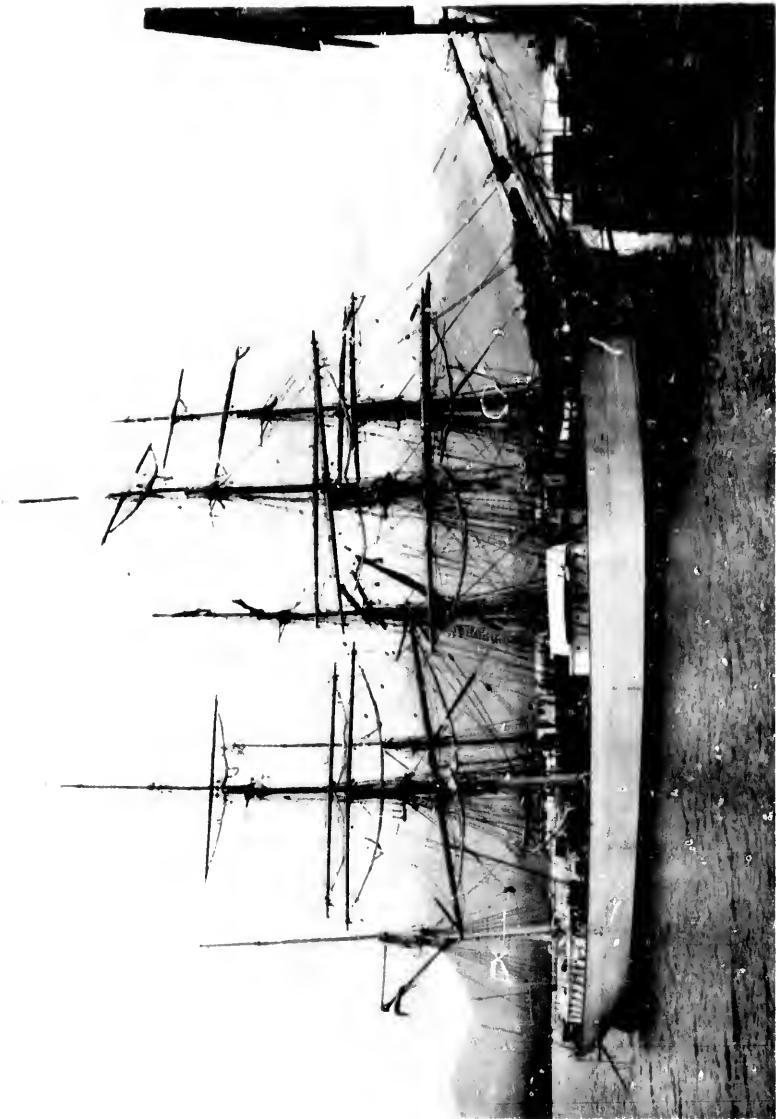




STANLEY PARK VANCOUVER



SHIPS LOADING LUMBER VANCOUVER

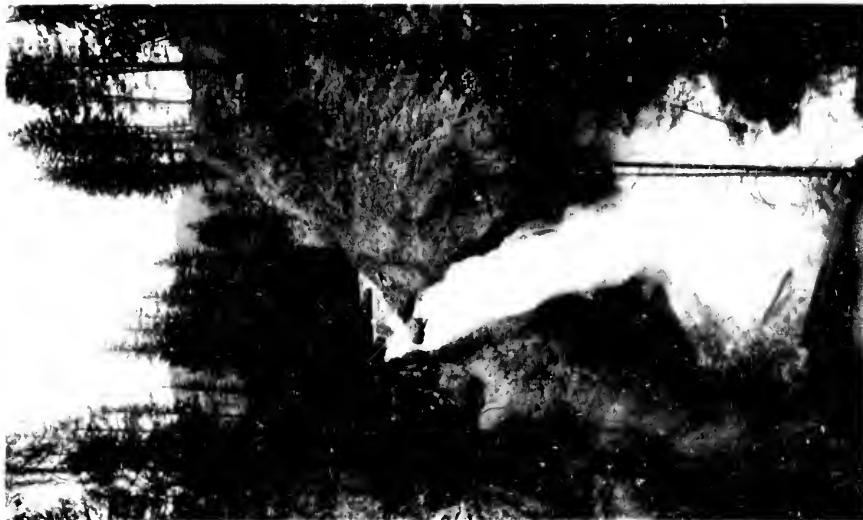




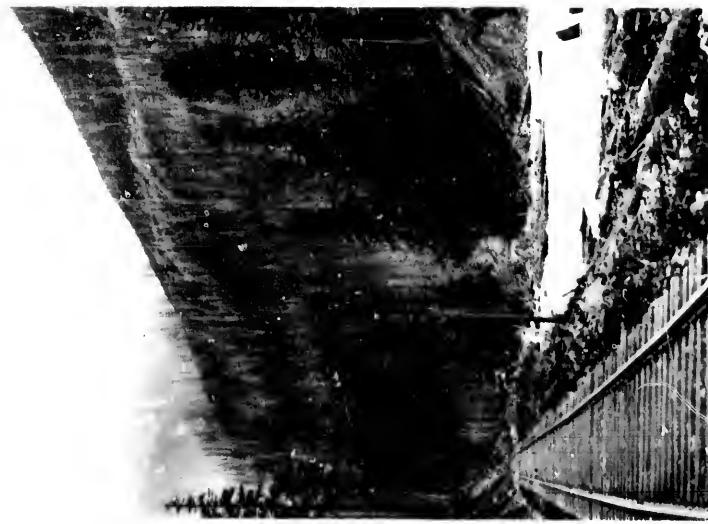


KOOTENAY RIVER FALLS, NEAR NELSON.





BOUNDARY FALLS NEAR GREENWOOD.



CARPENTER'S VALLEY NEAR SANDON





COURT-HOUSE - NEW WESTMINSTER.



PROVINCIAL EXHIBITION - NEW WESTMINSTER.



along through the long list of famous navigators and explorers, Dutch, Spanish, English, French and American, to our own great Cook in 1778, and Vancouver in 1792, when the British Columbia coast line of to-day was definitely indicated throughout its entire length. It also includes the overland journey of the intrepid Mackenzie, which extended to the northern waters of the Pacific in 1793, and opened a gateway for the traders of the Northwest Fur Company. That period, too, properly takes in the Russian discoveries in the extreme north-western waters of the continent, which culminated practically where Cook and Vancouver's ended, and bequeathed to us the Behring Sea dispute and Alaska Boundary question. It would be impossible, within prescribed limits, to even partially outline the events the precursors of present conditions which affected our history prior to the last-named date.

The fur-trading era begins with Portlock and Dixon in 1787, and Meares in 1788, the latter of whom in his row with the Spaniards gave us the "Nootka Affair." The outcome of this unpleasantness, which all but plunged two nations into war, was the establishment of British supremacy in these waters, and the marking of a distinct starting point in local history. The era in question ends with the abandonment of sovereignty of the Hudson Bay Company over Vancouver Island in 1850, when that great corporation was pushed aside in its hitherto exclusive domain by the inrush of gold seekers and the consequent planting of organized political government in its midst. In the interim of that three-quarters of a century many ships from many quarters of the globe came to trade; and many notable events had transpired and many changes taken place in the outside world to affect the destinies of the Great West, of which we form a conspicuous part. Internally speaking, the whole of the Oregon Territory, which included a large part of what is now British Columbia, and New Caledonia to the northeast of it, had been exploited for furs by the Northwest Fur Company and its successor, the Hudson's Bay Company. The vast system controlled by these companies had embraced an area equal in extent to half the continent of North America, and extended from Hudson's Bay and the Great Lakes, and south of them, west to the Pacific Ocean, and along the Pacific slope down to and into California. Following the route taken by Sir Alexander Mac-



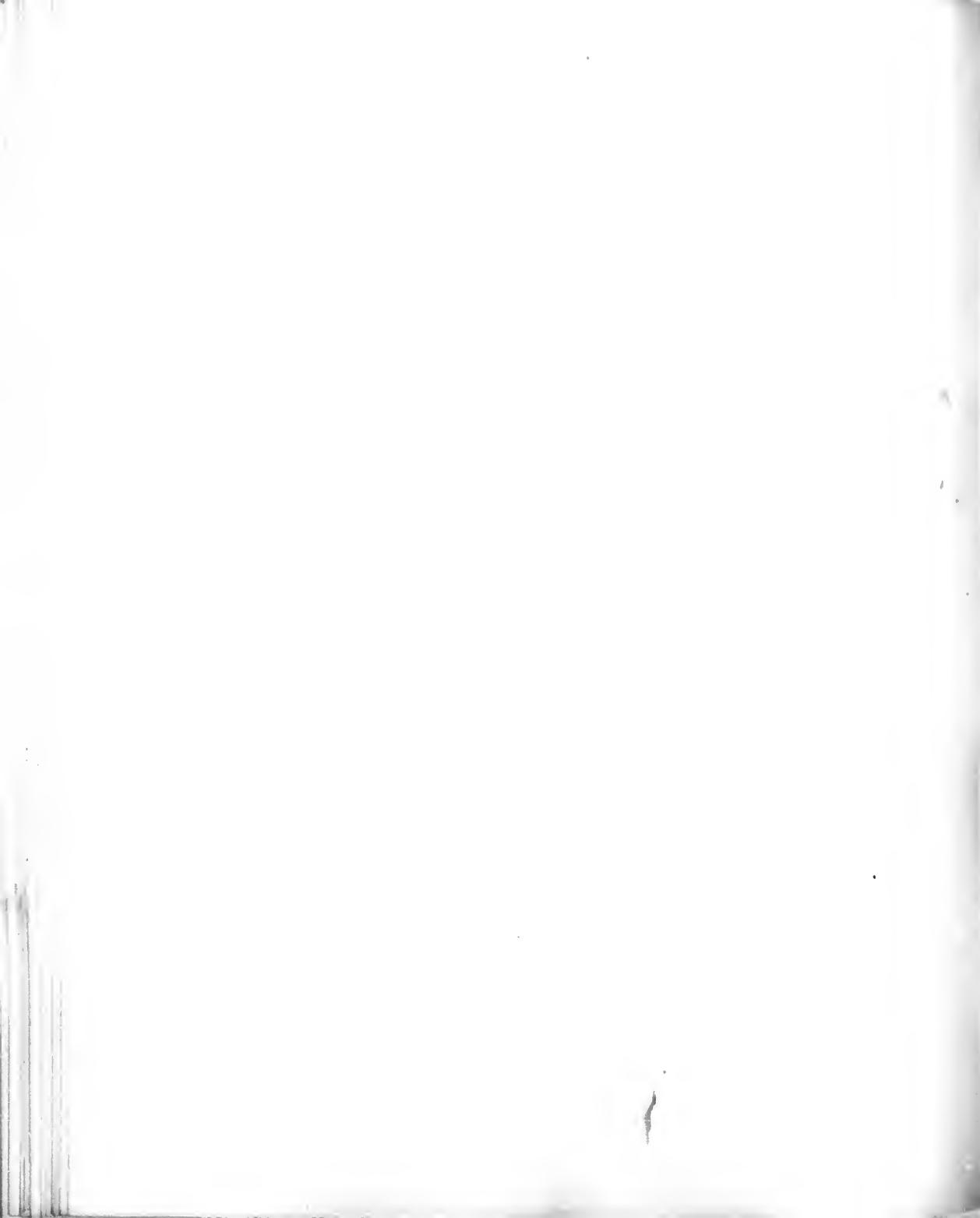


MUSEUM OF PRINTMAKING, LONDON, VICTORIA





FRAZIER RIVER - SOUTHERN



kenzie, the daring and enterprising servants of the Northwest Fur Company had pushed into New Caledonia and Oregon territory, and finally the headquarters for the Pacific division of the amalgamated companies were established at Fort Vancouver on the Columbia River. With the fixing of the International Boundary at the 49th parallel of latitude in 1846, the Hudson's Bay Company was restricted to the British territory north of that. In anticipation of the change, however, the Company had moved its headquarters to Victoria, the present capital of British Columbia. So far, there had been no form of government, apart from Hudson's Bay Company rule among its servants, and no vestige of settlement, except that existing at the Company's posts, which, on certain natural lines of communication, extended at long intervals throughout a vast no man's land. This condition of affairs lasted practically until 1858. I say "practically," though not wholly; and this brings me to the consideration of the third historical era.

In 1840 a semblance of government, I mean political organization, was in prospect. In that year the Hudson's Bay Company received a crown grant of the Island of Vancouver on condition of colonization. A nominal form of government was provided for, and in 1850 Governor Richard Blanshard was sent out by the British Colonial Secretary to represent Her Majesty in these parts. Blanshard's term of office was extremely brief and, to himself, very unsatisfactory, owing to friction with Chief Factor James Douglas. He resigned voluntarily, but before leaving in 1851 he appointed a Council of three members to look after the affairs of government. James Douglas, afterward Sir James Douglas, a striking figure in colonial days, was appointed in his stead, which, of course, meant the undisputed supremacy, as formerly, of the Hudson's Bay Company. Under the colonizing influence of that corporation, which, as may be readily imagined, was not of a pronounced character, a few settlers in addition to the Company's servants were attracted to the island, and to satisfy their demands in 1856 the first Legislative Assembly was elected and "responsible government" after a fashion was introduced. In reality, however "practically" as I have expressed it it was not until 1859, after the gold rush of the previous year to Victoria, with the Fraser River as the objective point, the Hudson's Bay Company having for a consideration relinquished its sovereignty over the Island, that



NEW WESTMINSTER



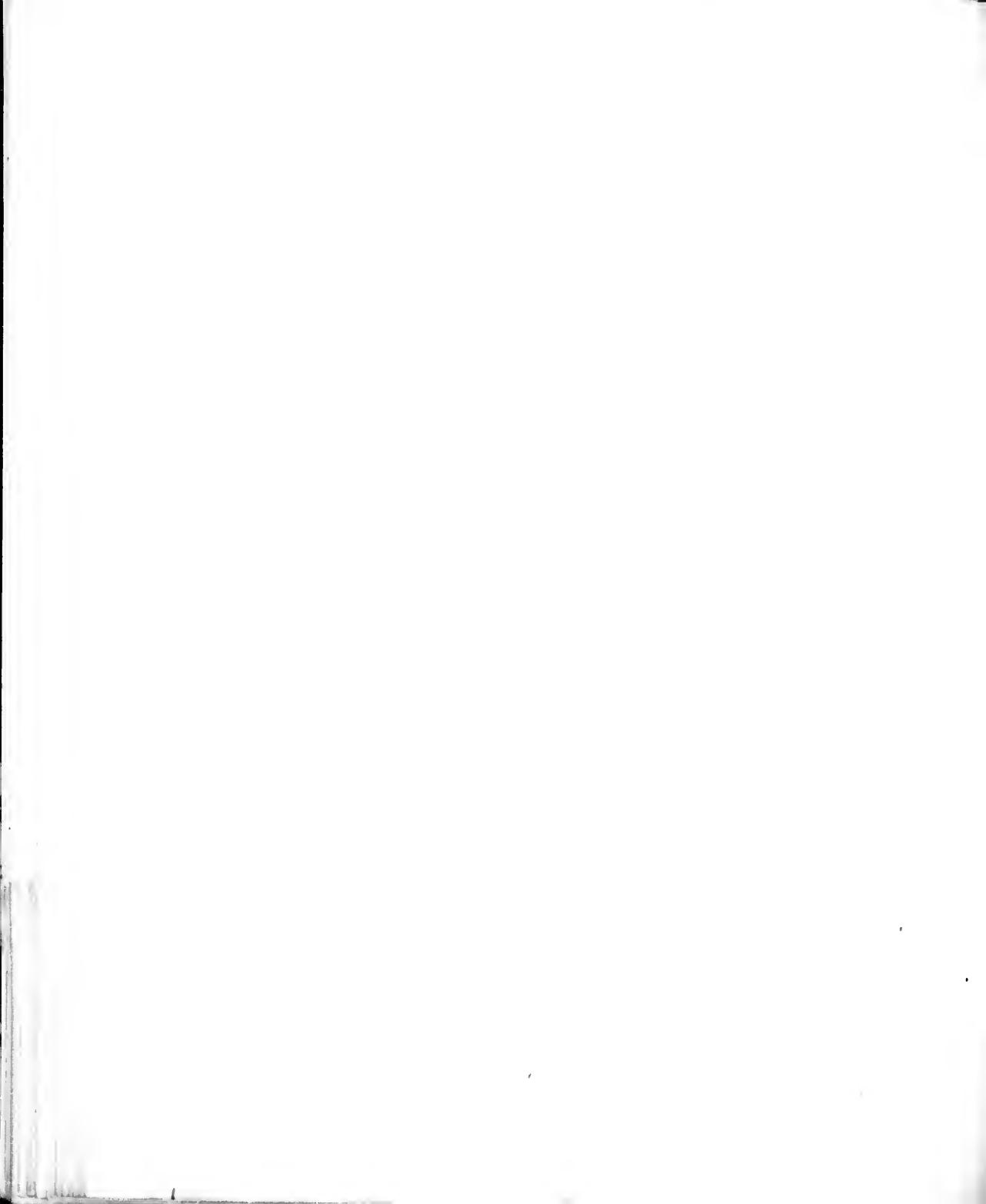




METROPOLITAN METHODIST CHURCH, VICTORIA



CITY HALL, VANCOUVER.



VIEW FROM MOUNTAIN TOP OF VANNON VAL





CORTE HOGAR VILLE





colonial government was represented in its true form. Then it was that Vancouver Island and the mainland of British Columbia, with separate limitations, became independent crown colonies, and the third era was ushered in. Douglas, with a wise and firm hand, governed both colonies until 1864, when he retired and was knighted as a just recognition of his distinguished services. After that for the short period that they remained apart, each colony had its own governor.

The discovery of gold in 1857 led to the memorable influx of miners in 1858, which suddenly augmented the population to between 20,000 and 30,000. The story has been so often and well told that its repetition here must necessarily be stale and perfunctory. While Victoria was the entrepot and point of departure for the diggings, Fraser River was the goal of the miners. For a time it was the scene of great animation and many a stirring episode. Its glory soon ended. Thousands, disappointed with the results, rushed out as they had rushed in. While a number remained, working the bars of the river, others pushed on up through the canyons. In a year or two the rich placer grounds of Williams and Lightning creeks in Cariboo were discovered, and this occasioned the second and even more memorable rush. The first miners came mainly from the California diggings, and as a rule were the class of men who had seen the worst and wildest of mining life. The second rush was made up largely of men from eastern Canada, the eastern states, Great Britain and from Australia. As a whole they were an infinitely superior class of men as colonists, and as a rule staid in the country and assisted in its development. There was, however, the usual ups and downs of mining life in the west. The miner and prospector, ever restless and on the move, rushed hither and thither in quest of new diggings. In the early sixties there was a number of minor excitements in the Similkameen at Rock Creek and Wild Horse Creek and in the Big Bend country and elsewhere in the southern interior of the province. Later on the irrepressible prospector found his way into the northern part of the province and Omineca and Cassiar diggings were discovered. Later on still came the rush to the Yukon, the most memorable in modern times, and still the excitement continued. The history of the third era is essentially the history of placer mining in this province. Quartz, or lode mining, was yet to come and to fix the mining industry on a more permanent and scientific basis.

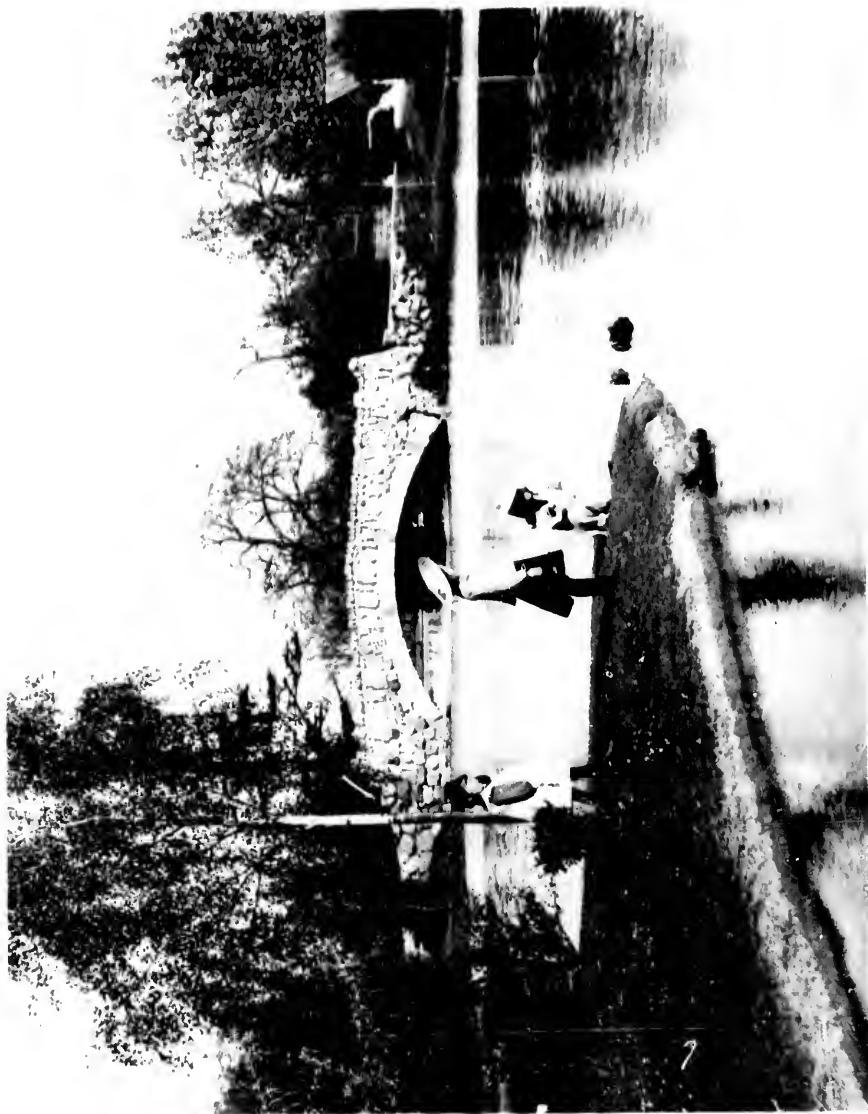


Out of the Fraser and the still richer tributaries of that river in Cariboo it is estimated there have been taken at least \$45,000,000; and out of Rock creek, Wild Horse Creek and other diggings, and from Omineca and Cassiar not less than \$15,000,000 more, or about \$60,000,000 in all. The older and more primitive methods by which all this wealth was gotten have been largely abandoned, and the alluvial deposits once skimmed over in washing out gold are being subjected to hydraulic treatment on a large, capitalistic scale, with, it is anticipated, a still wider field for profit when the system is fully in operation. Experience has shown, however, that hydraulic mining is not devoid of its vicissitudes and disappointments, and its full measure of success is yet to be determined.

The period between 1858 and 1871 I have chosen to regard as the third historical era. What has transpired since then in an important sense belongs to the present, and in many respects is entirely distinct in character from the preceding eras. At first, the Mainland colony, or British Columbia, with its capital at New Westminster, and Vancouver Island, with its capital at Victoria, had their separate legislatures and governmental machinery. An agitation arose for union, which was accomplished in 1860, after which the seat of government for the united colonies was at Victoria. Following on similar lines of political development no sooner was this union brought about than there was a movement in favor of joining the other Canadian provinces under confederation. After a few years' struggle, aided by judicious pressure from the home authorities exercised through Her Majesty's representative in the colony, this, too, came about, in 1871, accompanied by complete responsible government, the principles of which had been worked out and sought for in the older Canadas, and were moulded constitutionally on those of the Mother Country.

The conditions which led to this consummation were various: The province was isolated, with no direct communication with the outside world, except San Francisco by steamer, and with Great Britain by sailing vessel around Cape Horn. Industry, trade and commerce languished. With the abatement of mining activity, and with no new fields for development immediately in sight, depression had set in. Farming was in its incipiency and limited to a few spots on the southern end of Vancouver Island and the adjacent district of New Westminster.





BEACON HILL PARK AND LAKE, VICTORIA





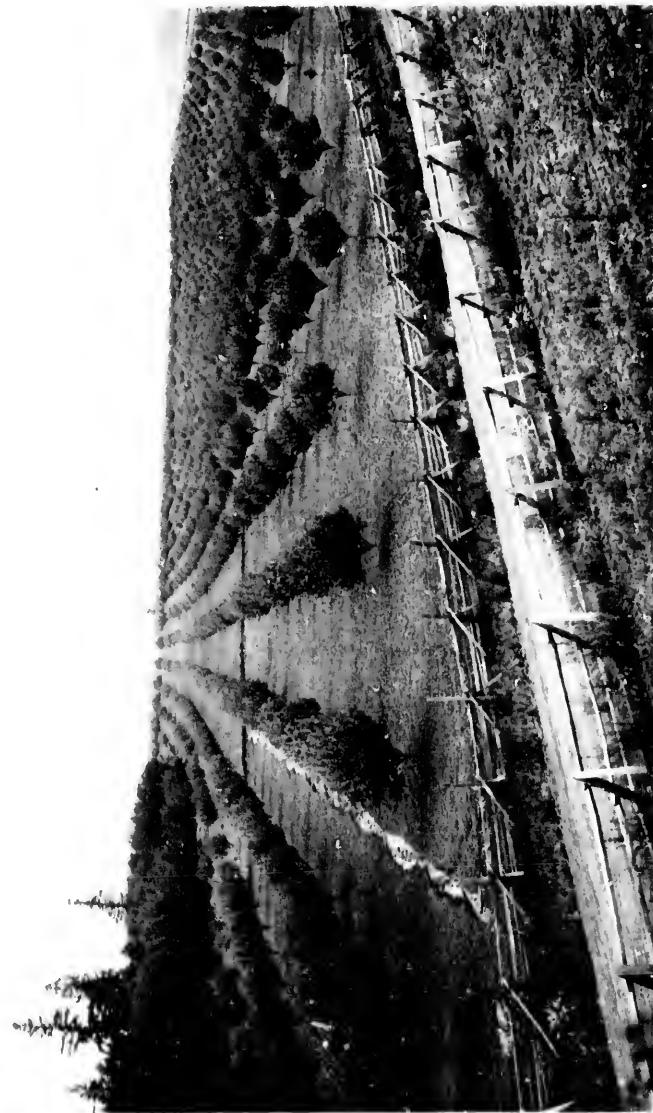
ESQUIMALT DRY DOCK



ESQUIMALT HARBOR AND MEN-OF-WAR.



COLD STREAM RANCH II NEAR VERNON





NANAMMO, FROM PROTECTION ISLAND.



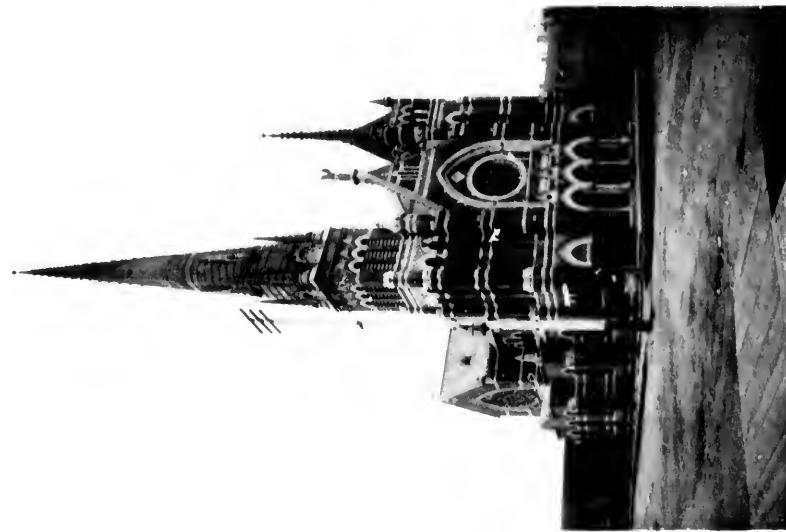


C. C. P. STATION AND HARVEY F. ASSOCIATE

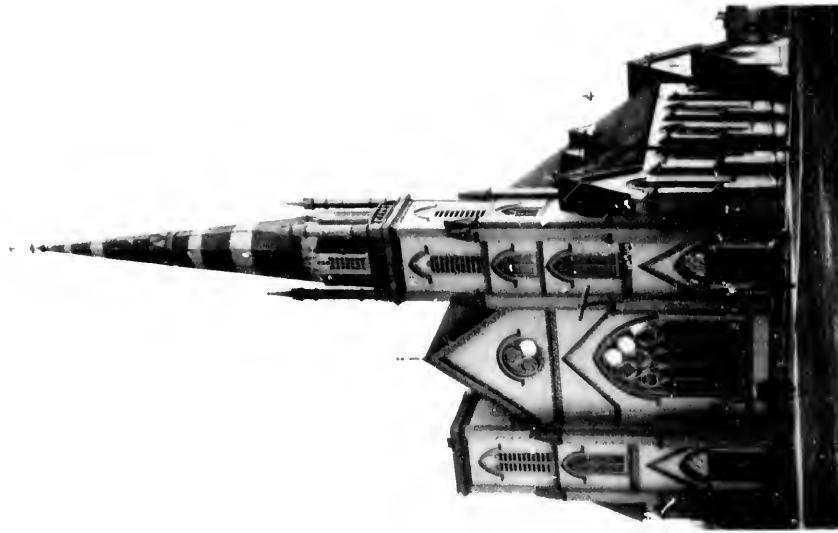




ST. ANDREW'S CATHEDRAL, VICTORIA



PRESBYTERIAN CHURCH, VANCOUVER











THE HOTEL, NARROW



BIRD'S EYE VIEW RIVER STOKI



and to cattle ranching on the lush grass ranges of the interior. Population being limited as well, and communication slow and difficult, it was neither a large nor flourishing industry. The glories and profits of fur trading had passed away. Salmon canning and sealing had not then attracted the attention of capitalists. The old days when Victoria was a free port were at an end. The resources of the colony were not equal to the task of establishing communication with eastern Canada. In other words, the colony having made a preliminary spurt had come to a standstill. It needed wider scope for its opportunities. It is true, Governor Douglas in the early days had done wonders in road-building. The old Cariboo wagon road up the canyons of Fraser river stands a monument to his enterprise, and to-day from Ashcroft is a well-traveled and splendid highway. The Dewdney Trail of 1865 afforded direct communication all the way to Fort Steele in East Kootenay, and where the railway and steamboat have not usurped its usefulness, is still used. Good roads were built everywhere through the southern end of Vancouver Island. But enterprise could go no farther. There was absolutely nothing in sight but closer connection with Canada through the mountain and across the plains, which, unaided in its effort, the colony could not hope to achieve. Plainly stated, British Columbia entered confederation, not out of considerations of sentiment, but solely for the material advantages to be derived. Confederation as a sentiment was not at all popular with the rank and file. The motto wisely adopted was that of George Washington, that the event justifies the deed. There was opposition at the outset and strong opposition, mainly from the island, supported, too, by the dominant party of the day. It is unnecessary to discuss here the nature of the arguments urged against union with Canada. In the end there was practical unanimity, and even enthusiasm, in its behalf by all classes. In negotiating for terms the province was welcomed with open arms by those Canadian statesmen whose great aim and avowed policy were to form a Dominion extending in unbroken front from ocean to ocean.

We come now to consider the subsequent stage of development. Notwithstanding that in 1858 there were estimated to have been from 25,000 to 30,000 gold seekers in British Columbia at the time to which reference is here made, the total white population, according to a census made in 1871, did not exceed 8,000.



and the total of whites, Chinese, colored and natives in the settled districts did not exceed 20,000; so that only a small percentage of those who came in the early days really remained; but they proved to be a very superior class of citizens in point of enterprise, intelligence and education. Since the province started into confederation in this small way, heavily handicapped in the race for supremacy

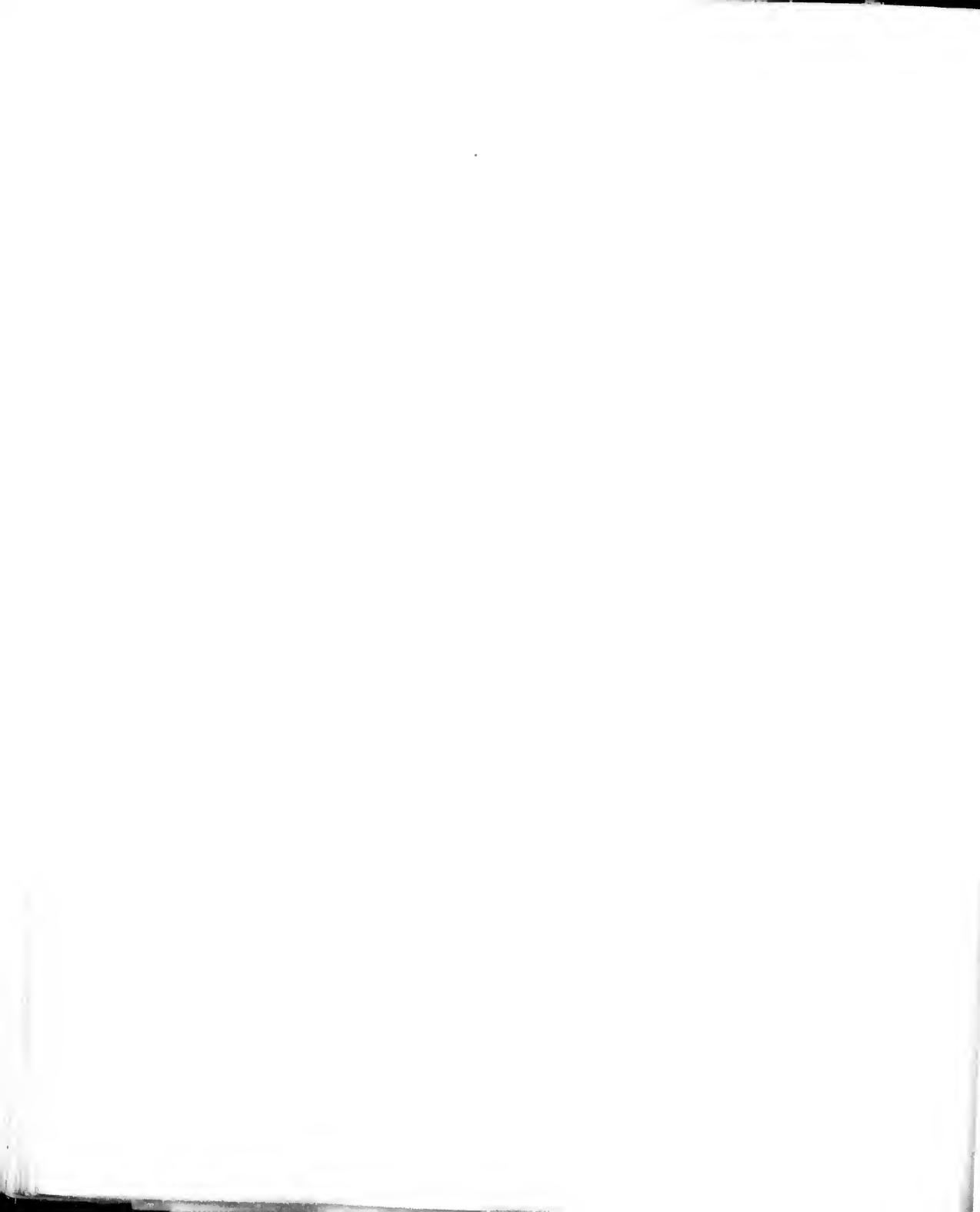
[which is now making, the increase in white population has been as follows]: 1871, 8,000; 1881, 20,000; 1891, 60,000; and it is estimated that the white population at present is 100,000; and in 1901 it may possibly reach 150,000. The Chinese, colored and Indian population is as nearly as possible 35,000. The percentage of increase in population has, therefore, been very gratifying, and, as will be shown later on, the actual material expansion has been equally encouraging. Due allowance must always be made in this connection for the tremendous physical barriers to rapid progress presented by the wide extent and rugged exterior of the province.

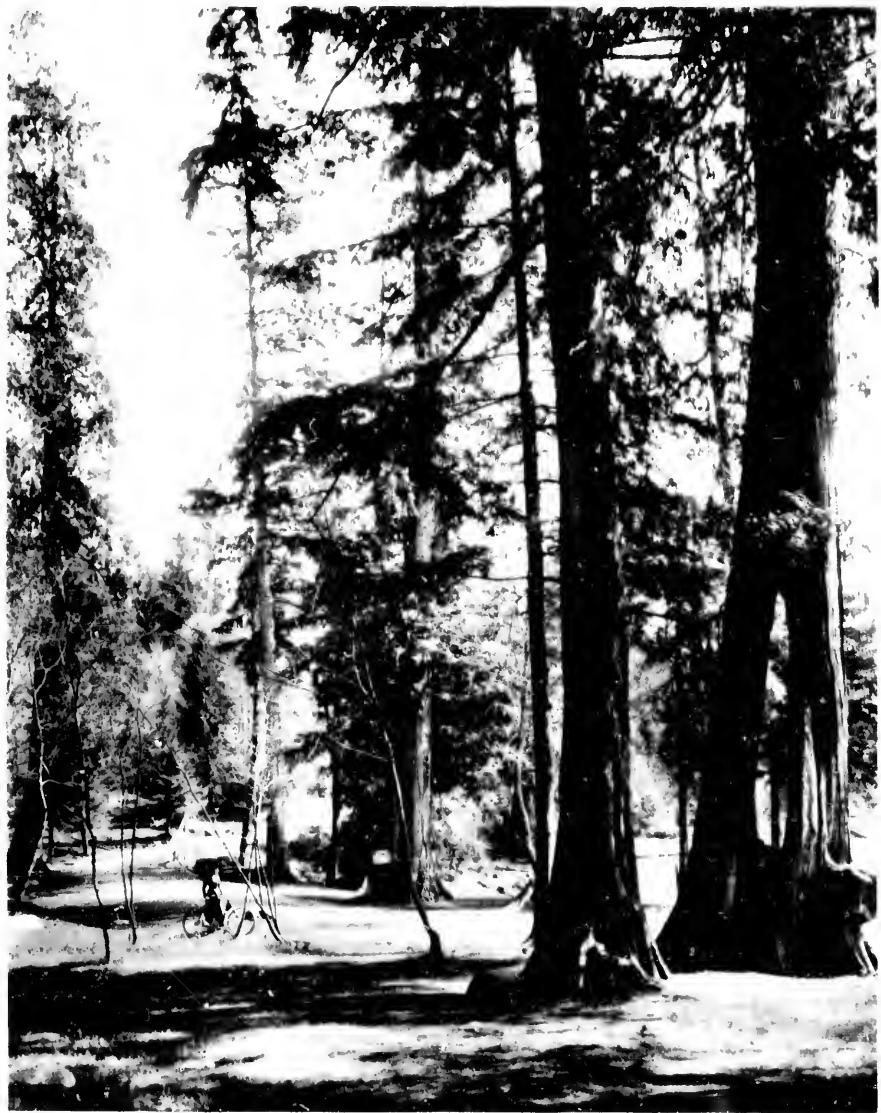
To return to the events which immediately succeeded confederation. There were great joy expressed and unusual expectations entertained when the results of the negotiation with the Dominion Government were announced, and it was made known that British Columbia was to be connected with the east by a line of railway. This, however, was only part of the consideration. The public debt, which was very large for the population, was assumed by the Dominion, and many other stipulations favorable to the colony were agreed to. For a colony that had no immediate advantages to offer in return for the obligations assumed by Canada solely on the sentimental consideration of "rounding off" the Dominion, it was considered at the time to have been an exceedingly good bargain. It has transpired that the Canadian statesmen on their part bargained better than they knew, because ever since the completion of the Canadian Pacific Railway British Columbia has been contributing to the Federal treasury very largely in excess of what it receives back in the way of expenditures. In addition to that, British Columbia and the Northwest have created an outlet for the manufactures of eastern Canada that has materially aided in their immense development; they have, in a similar way, tremendously augmented the trade of such wholesale centers as Montreal and Toronto.



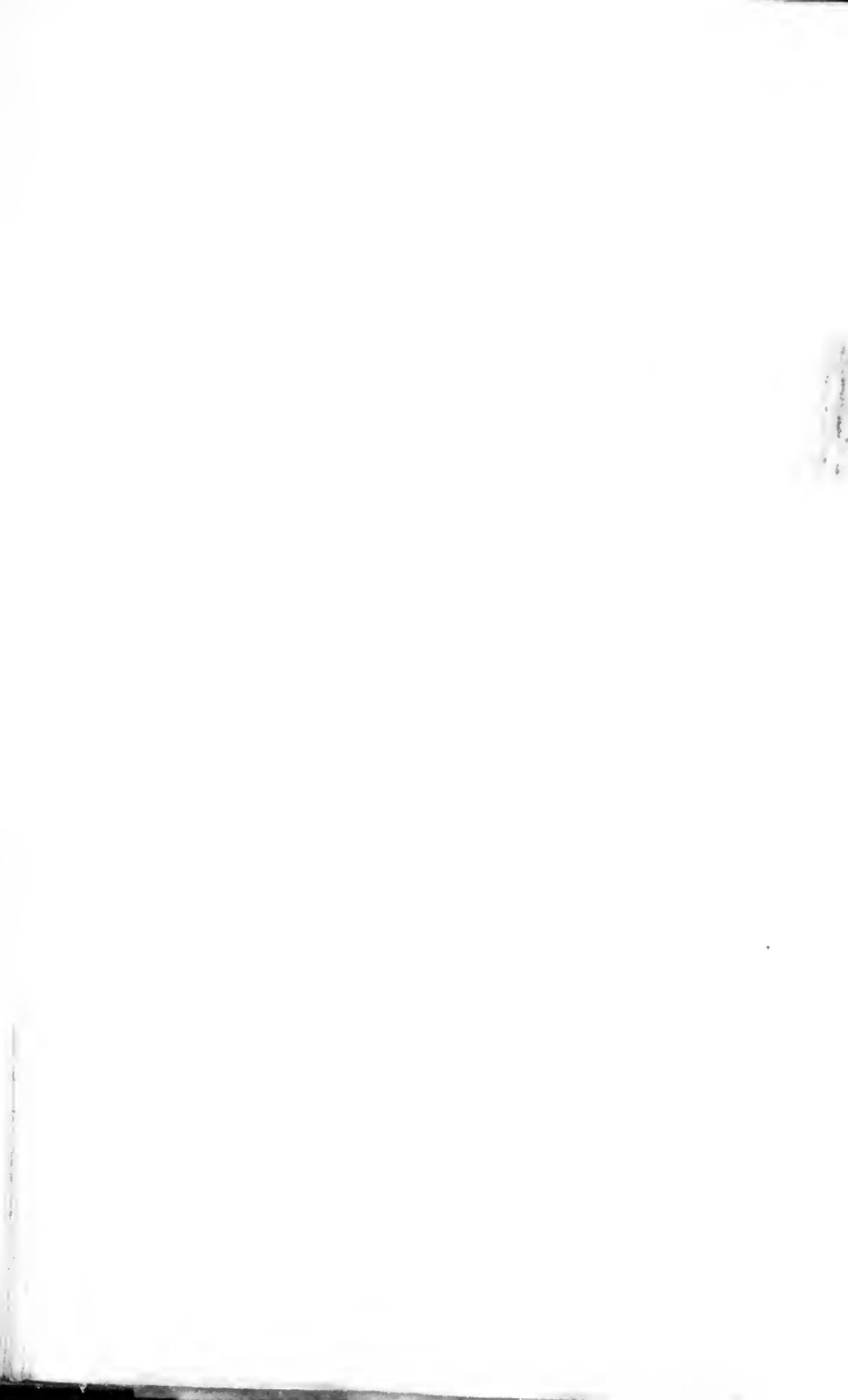


HARBOR AND C. P. NAV. COMP. WHARF Victoria





STANLEY PARK VERNON





BIRD'S EYE VIEW OF MOUNTAIN





MONA LISA'S SECRET HIDEOUT



KASLO, ON KOMINIA LAKE



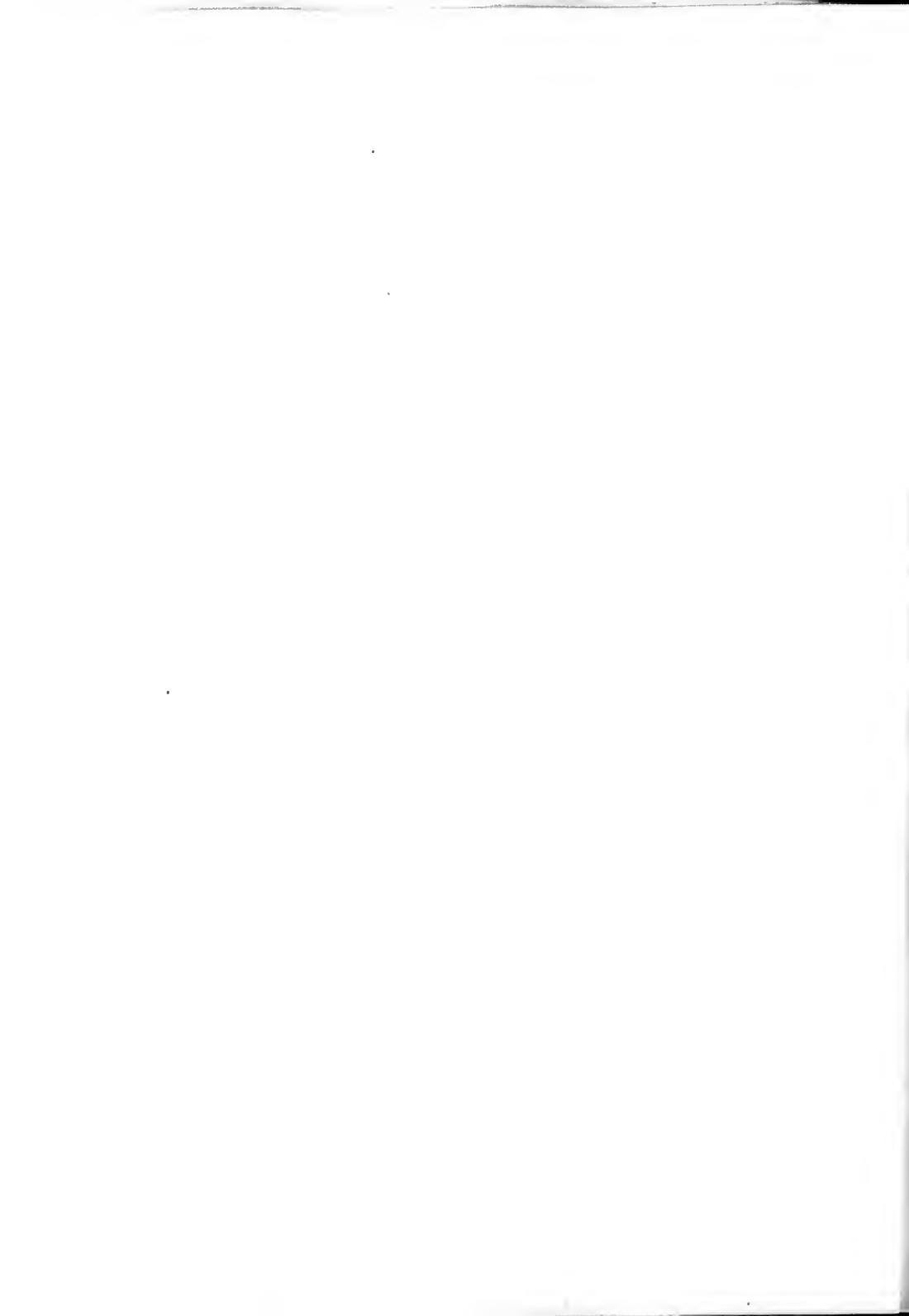




NEW DENVER ON SLOCAN LAKE



SLOCAN LAKE, FROM SLOCAN CITY



According to the terms of confederation, the coveted railway was to have been begun within two years and completed within ten from the date of union. In view of the enormous undertaking involved, it was not, of course, really anticipated that the exact terms of the agreement would be lived up to. That was made plain in a speech at Ottawa at the time by Sir Joseph Trutch, one of the delegates, and afterward Lieutenant Governor. In fact, in the older provinces the arrangement was regarded in some quarters as so onerous as either to be impossible, and consequently never seriously contemplated to be undertaken at all, or otherwise as one calculated to bankrupt the Dominion if attempted to be carried into effect. In British Columbia, however, it was fully expected that a bona fide and strenuous effort would be made to build the railway within a reasonable time. It transpired that the people of the province were doomed to many and bitter disappointments, and the long delay that ensued before completion almost brought about a rupture of the terms and withdrawal from confederation. The whole subject was the cause of trouble and irritation for years. Sir John Macdonald's administration, it is true, set about at once to give the bargain effect. The route was surveyed and a syndicate organized with the late Sir Hugh Allan at its head, to build the road, but owing to the political complications to which it gave rise, the defeat of the government came about. What is known in Canadian political history as the "Pacific scandal" swept Sir John from power. In a peculiar sense the administration that succeeded "knew not Joseph." The fact that it was not really in sympathy with Sir John's policy in respect to the railway, and the fact, also, that a serious financial depression settled over the whole country, delayed the project so indefinitely as to render the situation in British Columbia almost intolerable. The elaborate surveys that had been commenced were continued, but changes in the route proposed whereby the terminus was located on the mainland instead of at Esquimalt, as originally intended; and the slow, piecemeal construction, in connection with a series of "water stretches" decided upon as part of the system, met with strenuous opposition at this end. It is a long story. There was a protracted series of negotiations and numerous protests on the part of the province. The Gordian knot, however, was cut by the return to power of Sir John Macdonald in 1878. The "water stretches" were





CORDOVA STREET



CORDOVA STREET VANCOUVER





BIRD'S EYE VIEW OF GRAND Forks.



abandoned and in 1880 a powerful syndicate organized for the purpose undertook the work as a private enterprise. By gigantic effort the last spike was driven in 1885, five years before the expiring of the time limit specified in the contract, and the first through train direct from Montreal arrived at Burrard Inlet on November 8th. Confederation in its entirety was on that day consummated *a posse ad esse*. As a compensation to the people of the Island, to whom the loss of the terminus at Esquimalt was a sore disappointment, under the terms of the Settlement Act an arrangement was entered into for the building of the Esquimalt & Nanaimo Railway from Victoria to Nanaimo, to which the Dominion Government gave \$750,000 in cash; and the construction of the dry dock at Esquimalt was taken over as a Dominion work, and the province was paid \$250,000 in addition to all the amounts that had been expended or remained due up to that time on account thereof. Thus all vexed questions were set at rest. Nothing of importance in our later annals at all compares in effect with the construction of the Canadian Pacific Railway. Its completion is the pivotal point in our history. Results have outstripped the most sanguine anticipations. Silent waterways of the interior have become avenues of busy traffic; uninhabited valleys lying in the heart of a "sea of mountains" are populated with thriving towns; hidden riches undreamed of before have been revealed; new industries have sprung into life; ocean termini with the possibilities of Liverpools have been created; branch lines of railway radiate in all directions, tapping new and potential localities. In a word, compared with twenty years ago the province has been completely transformed; a thousand latent energies have been awakened; civilization has spread itself over a vast cordilleran waste and rejuvenated it. I speak now of the Canadian Pacific Railway not as a corporation, nor of its policy, nor as a political institution, but as an economic factor.

British Columbia of to-day dates from 1885. From confederation to that time the province progressed, in anticipation of railway communication, slowly but nevertheless surely. For a time the excitements in Onarga and Cassiar exercised a quickening influence, but like all other excitements were soon over. The salmon canning industry, which has developed to such magnitude, began on the Fraser river about 1870, and its operations gradually extended up the coast, taking in

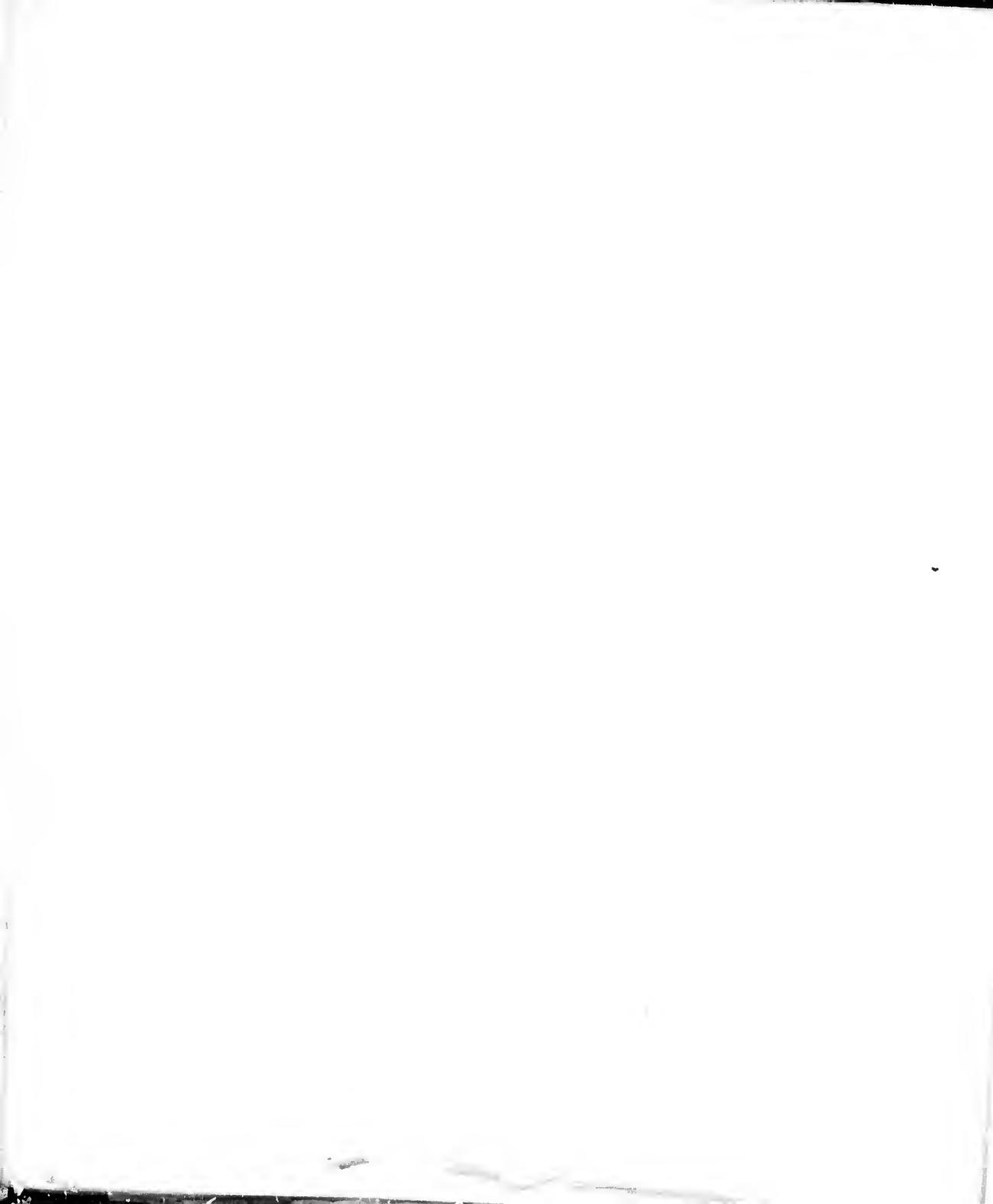


KODIAK RIVER DOWN FROM NELSON







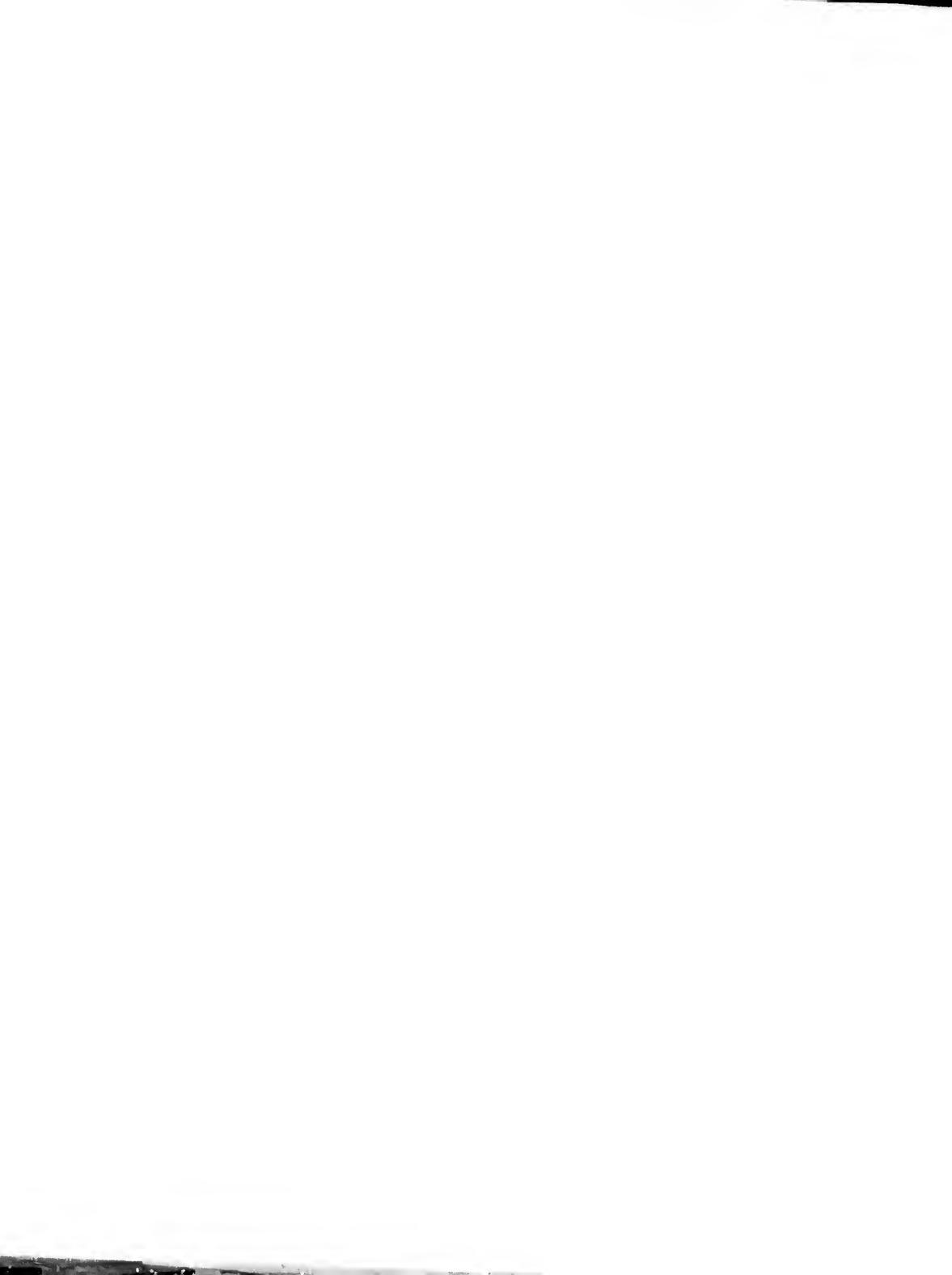




CITY HALL - VICTORIA



YATES STREET, EAST - VICTORIA



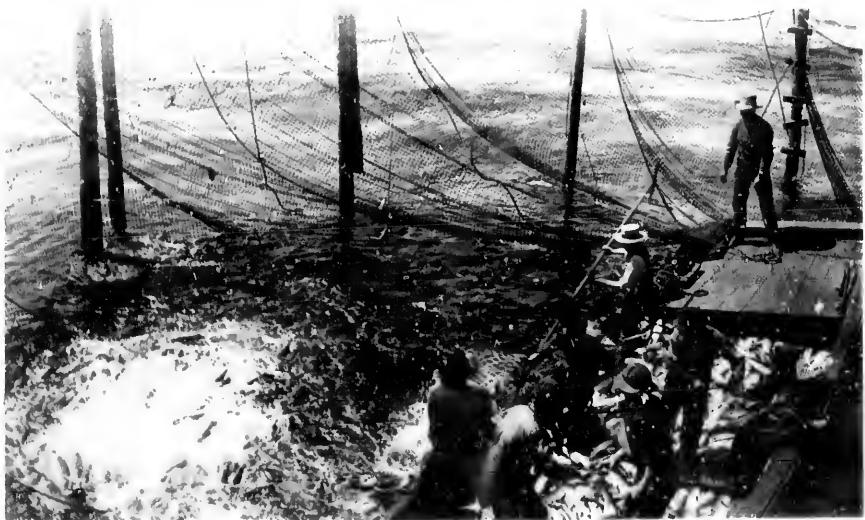
GENERAL VIEW, VERNON





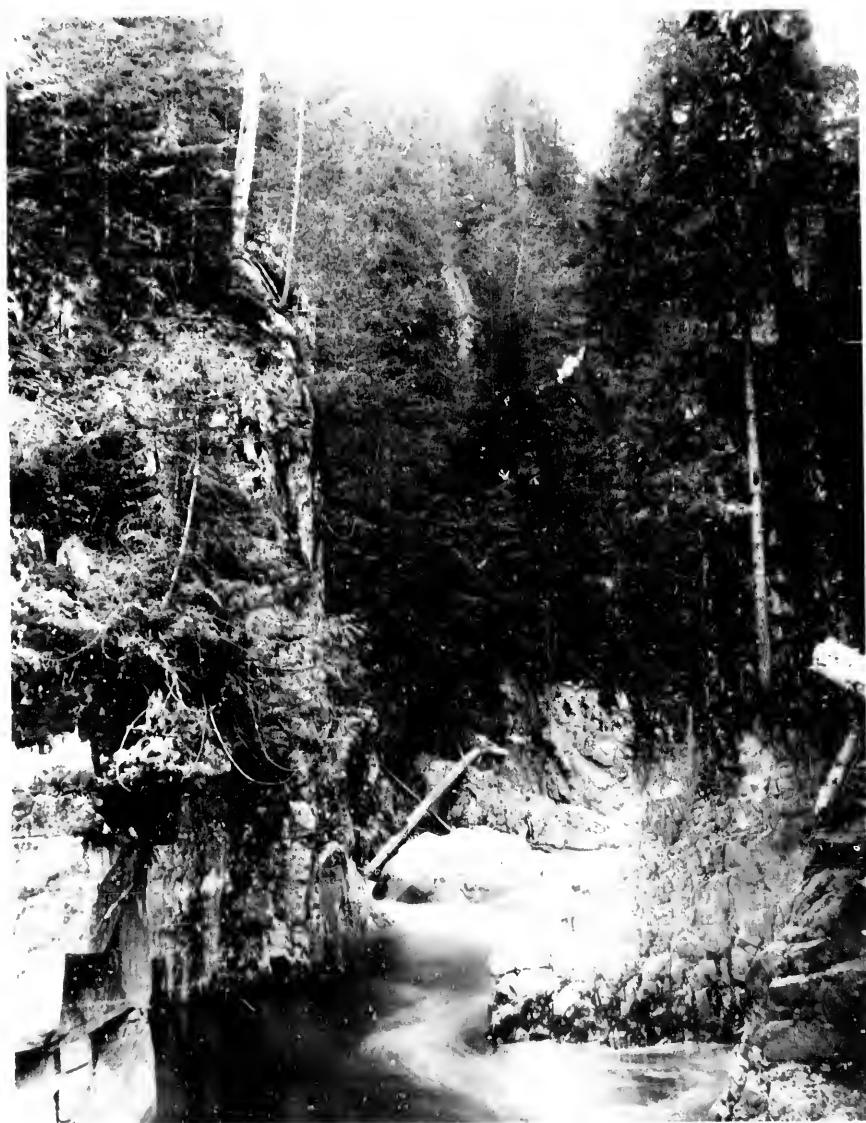


THE GLACIER - TUKIRK MOUNTAINS



SALMON FISHING NEAR NEW WESTMINSTER





CAPITANO CANYON NEAR ANGELES



Alert Bay, Rivers Inlet, the Skeena, the Nass and other points. Its inauguration was one of the important things of ante-Canadian Pacific Railway days, and as the great bulk of the product was shipped around the Horn it did not depend on the railway for its success. Another big industry that was independent of railways was that of lumbering. The market was chiefly foreign. The first export mill was built at Alberni, V. I., by Anderson & Anderson of London, England, in 1850 or 1860, but was shortly afterward removed to Burrard Inlet, where two large mills, still in operation, did a prosperous business. It is estimated that up to 1871 the cut was 250,000,000 feet, and from 1871 to 1888, 505,000,000 feet; so that in the early days this trade was an important factor and has continued so to be with little variation. Coincident somewhat with the rise of salmon canning, sealing sprang into prominence, and the sealing fleet, with headquarters at Victoria, annually brought back from the coast waters and Behring sea valuable cargoes of skins, which added to the wealth and prestige of the capital. Owing, however, to the subsequent seizures of vessels by United States cruisers, out of which grew the longwinded international dispute known as the "Behring Sea Question" and all its consequences, the industry, although still carried on, has pretty well passed into the shadow of the past. Victoria was exclusively the wholesale supply point in those days, and in the absence of competition which railways always bring, the merchants did a safe and profitable business. Victoria was the Mecca, the center of wealth, education, social and political influence; in a sense it was the province. Sailing ships carried the principal commerce around the Horn. There was steamship connection with San Francisco, Nanaimo, New Westminster and points up the coast. In many respects the days before the Canadian Pacific Railway were "good old days"; there was no rush and a quiet, easy-going life, with just enough political excitement at times to vary the monotony; a fair amount of money was always in circulation; no one was in distress, and there was an abundance of hope in the future, when the railway would make all men rich.

I had almost forgotten to deal with a very important industry. I refer to coal mining on Vancouver Island. This was started in the early days by the Hudson's Bay Company at Nanaimo under the name of the Vancouver Coal Company. It gradually increased, the coal as to-day finding a market in San Francisco.

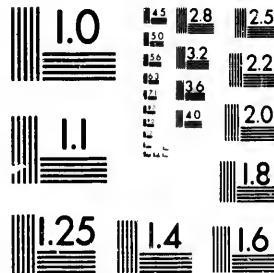


There are extensive coal measures on the Island, and later on coal was discovered at Departure Bay by the late Hon. Robt. Dunsmuir, whose name and influence, through enterprise and wealth, became great in British Columbia. These collieries have been more and more extensively developed until the output has exceeded a million tons a year.

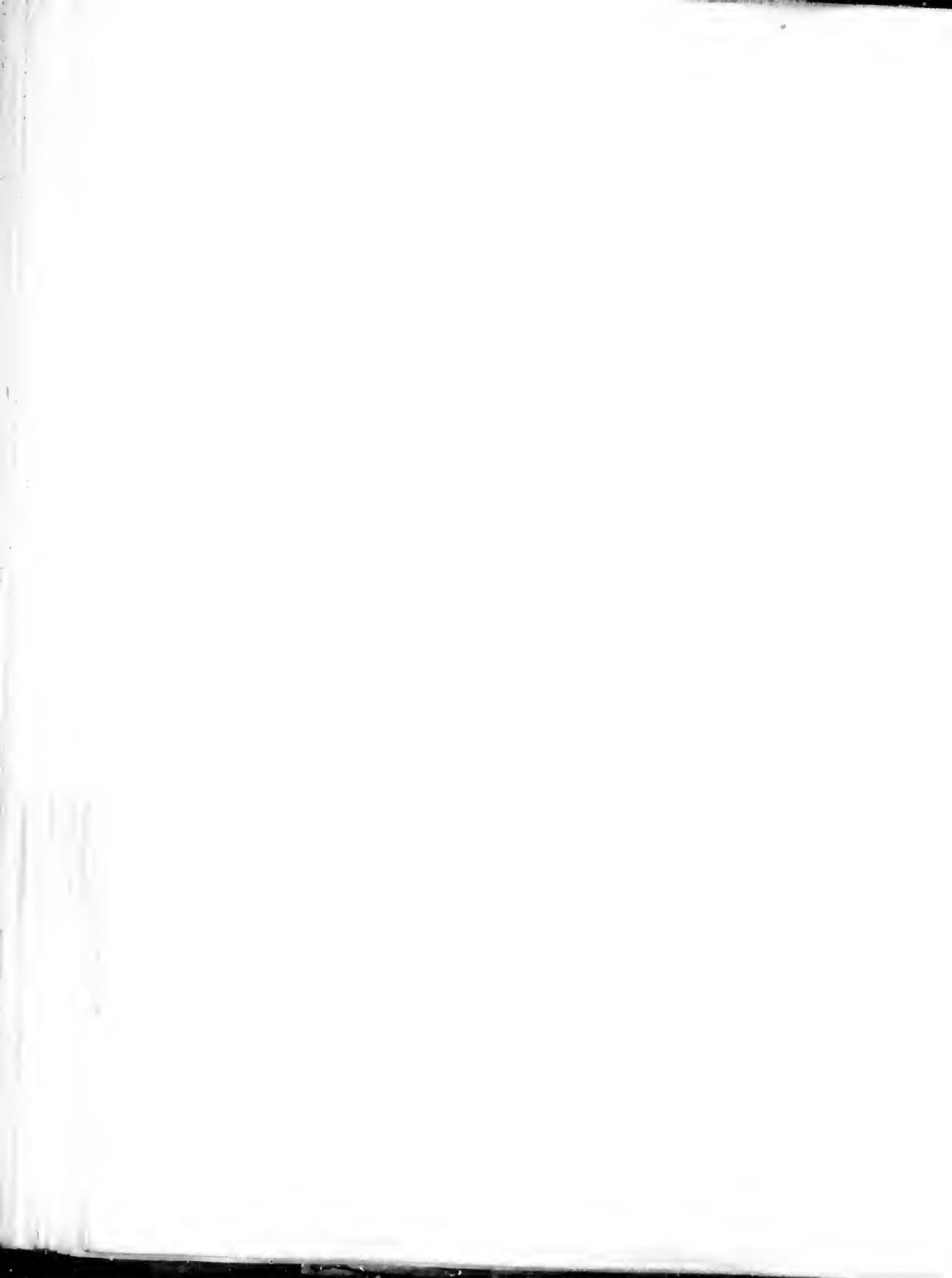
Therefore, reviewing the conditions that existed prior to the advent of the Canadian Pacific Railway, it may be said that although progress was slow, the sure foundations of future success were laid. Since 1885 progress has been rapid and statistics show a marvelous expansion all along the line.

At the outset the terminus of the line was at Port Moody on Burrard Inlet, an arm of the Gulf of Georgia. A year later it was moved to Granville, nine miles further west, at the mouth of the Inlet, and the infant city of Vancouver now possessing a population of 30,000 inhabitants, was founded. Then followed what has had a most remarkable influence on the whole of the province - a real estate boom. It had been generally recognized that wherever the terminus of the great transcontinental railway would be fixed, there an important city would spring up. That could be sworn to. There was an incipient boom at Port Moody as a consequence. When, however, the change of terminus had been decided upon, Port Moody was snuffed out in a day. The site of the Terminal City was literally hewn out of a dense forest, and notwithstanding the evident difficulties and expense of clearing and grading streets, it grew and flourished surprisingly. In 1887 it was almost completely swept away by fire, but after the fashion of the fabled bird of old rose again from the very smoking embers. Houses, business blocks, hotels went up everywhere. The blasting of huge fir and cedar stumps in clearing the streets, as it went on month after month, resembled nothing so much as heavy cannonading. Lots changed hands daily at higher prices; everybody with real estate felt himself growing rich. The influence was infectious. Victoria, New Westminster and Nanaimo in turn caught the fever and boomed. Money flowed freely; credit was easy. Later on new town sites here and there were started, every one of which had several lines of railway projected through and to it and was bound to become an important "distributing center." Then farm lands waked up and advanced to dizzy heights. The speculator and real

## IMAGE EVALUATION TEST TARGET (MT-3)











MILITARY AND POLITICAL NEWS AGENT FOR





ROSSLAND, FROM DEER PARK MT





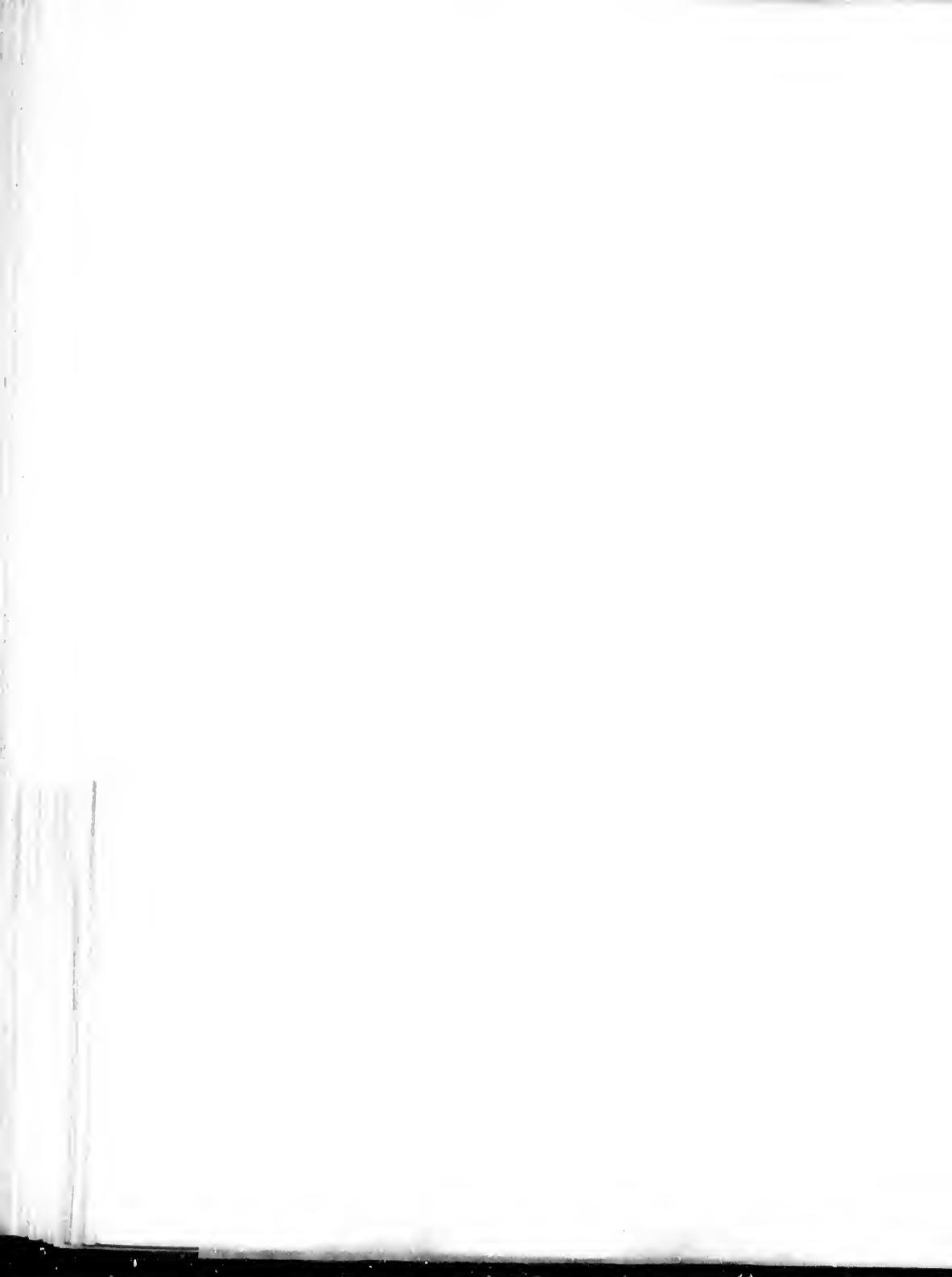
PACIFIC TERMINAL, C. P. R. VANCOUVER.





GENERAL VIEW, VALE







GORGE BRIDGE. VICTORIA.



BEACON HILL PARK - VICTORIA.



estate agent were "in evidence" on all sides. Land in large and small tracts, wherever found unalienated was voraciously seized upon. Prospectors and cruisers spread out in all directions. Timber limits were applied for wholesale. Thousands of pre-emptions were made with the sole view of getting the crown and selling. Even barren hillsides were not exempt. There was a universal land hunger. It was, parenthetically, during this period that mortgages on high valuations piled up. All kinds of enterprises were launched and joint stock companies were floated galore. Suburban property miles from the cities was platted and sold. Tramways were projected and a veritable host of railway charters obtained. This period of inflation extended in varying degrees of intensity from about 1886 to 1890, when the inevitable reaction set in, and a general shrinkage of values followed. This was accentuated by the universal depression, shared by the province, which reached its climax in the United States in 1893 and 1894 and continued until 1896. British Columbia suffered very severely. Notwithstanding the great financial tightness, legitimate business held its own, and the volume of trade kept on expanding. This is to be accounted for in part by the fact that in the interior, and especially in Kootenay, to which reference will be made presently, important mining development was taking place. The foregoing phase of the province's experience is most important to bear in mind, inasmuch as it had a marked and lasting effect. A vast amount of money was spent in unproductive and unrewarding enterprises, and much capital diverted from legitimate business by business men anxious to share in the profits of speculation.

Up to 1887, apart from the returns of the placer diggings, which gradually through many annual variations diminished from the high water mark of about \$4,000,000 in one year to about \$700,000, there were no returns from metalliferous mines. In fact, there were no metalliferous mines. In the official returns of 1887 there appears the modest item, "Silver 17,331." From that date, therefore, begins the new era in mining, the quartz era, and although there was no appreciable increase until 1892, when the figures stood at \$1,39,440, it marked an epoch. The first returns of gold from lode mines do not appear until 1893, as "\$3,404." Then the figures jumped into the millions, marking the large production of the mines at Rossland, Nelson and in the Slocan.





COPPER STREET - GREENWOOD.



BRIDGE STREET - GRAND FORKS.



LOOKING EAST, SHOWING HARBOUR, VANCOUVER





Perusal of old files of the reports of the Minister of Mines shows that there were quartz claims recorded in many parts of the interior long before any returns of shipments are shown. Prospecting and development had been going on for years. There were camps at Ainsworth, in the Osoyoos, Nicola, East Kootenay and other points. There were many early ventures in which money was sunk, and which have never since been revived. In every mining report the gold commissioners present the most hopeful views as to the prospects of rich returns in the "near future." "Next year" was always sure to see their predictions realized. They proved to be dreams that vanished with each new year. Three smelters that warranted great expectations were erected, that never smelted. The truth was that the country was not ready for the industry. Communication was so imperfect and the claims prospected so far from the point of shipment that nothing was possible until railways and steamboats got within easy reach. It was this ever-living faith of the miner and prospector, however, that eventually brought success. The early work done at such a sacrifice of time, labor and money, was not lost in its general results, even if the men who sowed did not reap. It led the way where the iron horse and the steamboat followed. The honor if not the profit belongs to the pioneer.

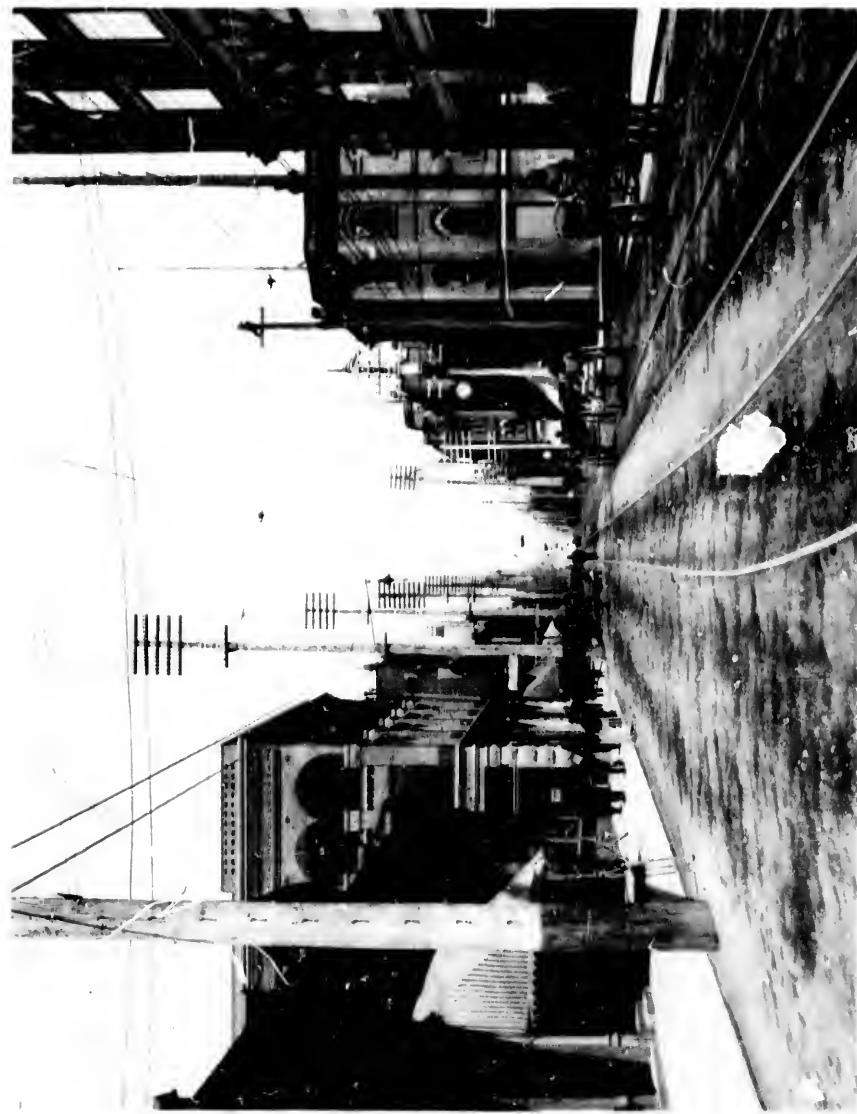
The first real impetus to the mining industry was the discovery of the Hall Mine on Toad Mountain, near Nelson, in 1887. Prospectors rushed in and many good claims were located. Nelson was founded in 1880. The prospects were so good, indeed, that the C. P. R. was induced to build in from Robson, on the Columbia River. At that time the Silver King, the principal of the Hall Mines group, was in a forward state of development. At Ainsworth, or as it was better known then as Hot Springs, on the Kootenay Lake, there had been for some time a good mining camp. Steamers connecting with the south side of the line were already running to and fro. The country around Revelstoke had also attracted a large number of prospectors, who could show plenty of samples of rich silver-lead ores. The most important discoveries of all were made in the Slocan in 1891, which occasioned a great rush the following winter and Spring. The district was quickly over-run and a silver-lead district of unusually high values was determined to exist without doubt one of the very richest in America. Kaslo at the entrance to the Slocan from the Kootenay Lake side, and Nakusp on the Columbia River side, sprang into existence in 1892, from which points railways were projected and built in. Just at the time of these discoveries, unfortunately, the great "slump" in silver took place, and the prospector turned from silver in quest of



Fig. 10. WAKIKAH, CANTIGA, SAWKAI, TIAPI, IRON MINE AND VIRGINIA MINE  
RED MOUNTAIN, KORELAND.

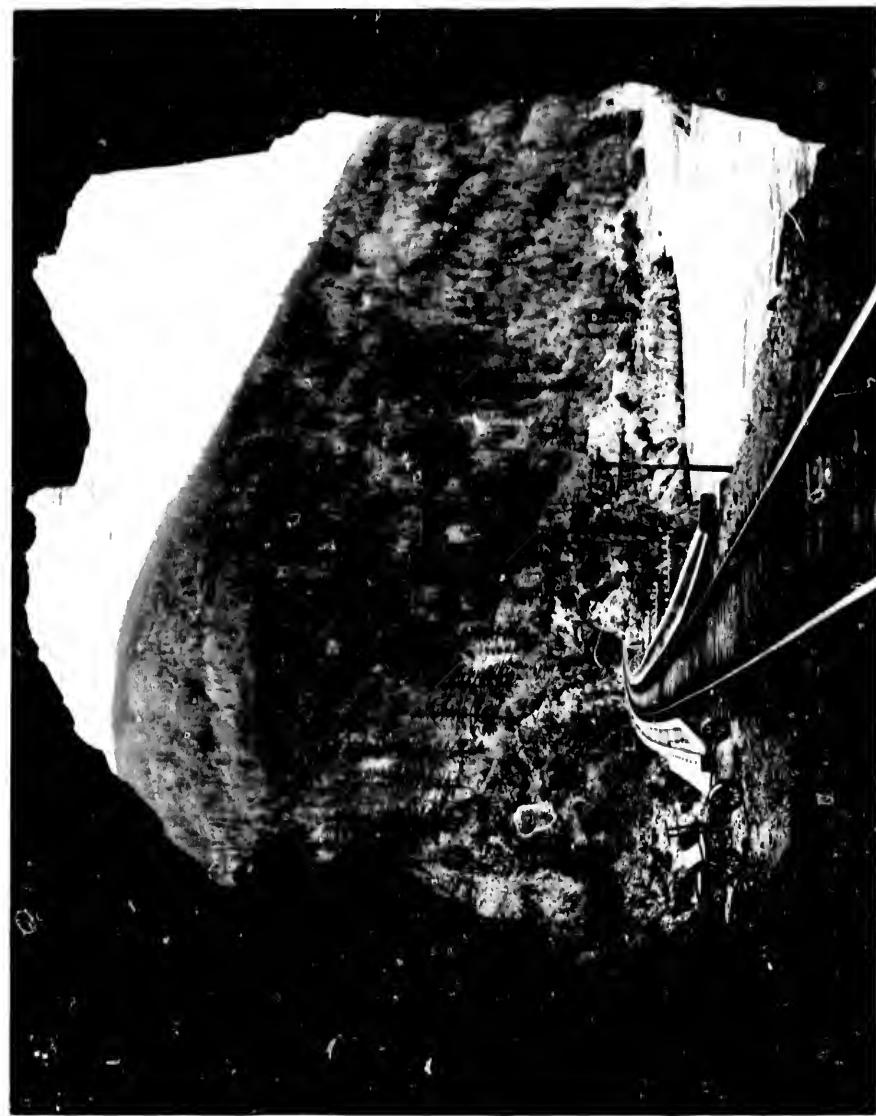






GOVERNMENT OF SRI LANKA





FRASER CANYON AND FOUR TUNNELS, C. P. R., NORTH BRANCH





ENTRANCE - STANLEY PARK, VANCOUVER



STANLEY PARK - VANCOUVER



gold. So far, all the claims located in Kootenay with very few exceptions had been silver-bearing, and it was thought then that the whole district was exclusively so. On account of the low price of silver and the fact that all the principal silver mines of the United States were closing down, the immediate prospects of attracting mining men and capital were anything but bright.

Curiously enough, attention was just then directed to discoveries in the Trail Creek district, now better known as the Rossland Camp, where such well known gold properties as the Le Roi, War Eagle and Center Star had been located. Capitalists from the United States became interested, development ensued, and Rossland and mining activity were the result. Gold was found everywhere by prospectors, just as when copper began to be in demand copper ledges were revealed. The Le Roi and War Eagle soon became mines and dividend producers, and numerous other properties were developed. Railways followed as usual. The Spokane & Northern, which had already been built to Nelson, constructed a branch to Rossland. August Heinze, a well known mining and smelting man, built the Columbia & Western, since taken over by the C. P. R., from Rossland to Trail, where he established smelting works. The introduction of large capital through the agency of Hon. C. H. Mackintosh, who organized the B. A. Corporation in London, England, and the taking over of the War Eagle and the Center Star by the Gooderham-Black stock syndicate of Toronto, established the camp on a firm basis. Rossland is now a city of 8,000 and a mining center.

In the meantime, development had gone steadily on in the Slocan, and with conditions easier than exist in most mining camps and a firmer silver market, fifty of sixty mines became shippers. This district, until the recent labor troubles took place, which greatly interfered with mining operations, was the largest producer in values in the province, with towns like Sandon, New Denver and Slocan City in its midst. The labor troubles now settled for a time, at least, it will go on and prosper as before. Nelson, with the Hall mines in operation, had erected a smelter. Ymir, to the south of Nelson, has come to the front with bright prospects as a mining camp. West Kootenay, from a howling wilderness of abrupt and forbidding mountain ranges, soon had a population of 15,000 to 20,000, and activity was evident everywhere. As intimated previously, this condition of affairs had a strong reflex effect on the business of the province as a whole at a time when it was weighed down with depression. Confidence in the future was thoroughly restored.

What had happened in real estate happened in mining a boom. After Rossland got its preliminary start, based on the prospective value of the mines,





KOOTENAY RIVER & NELSON

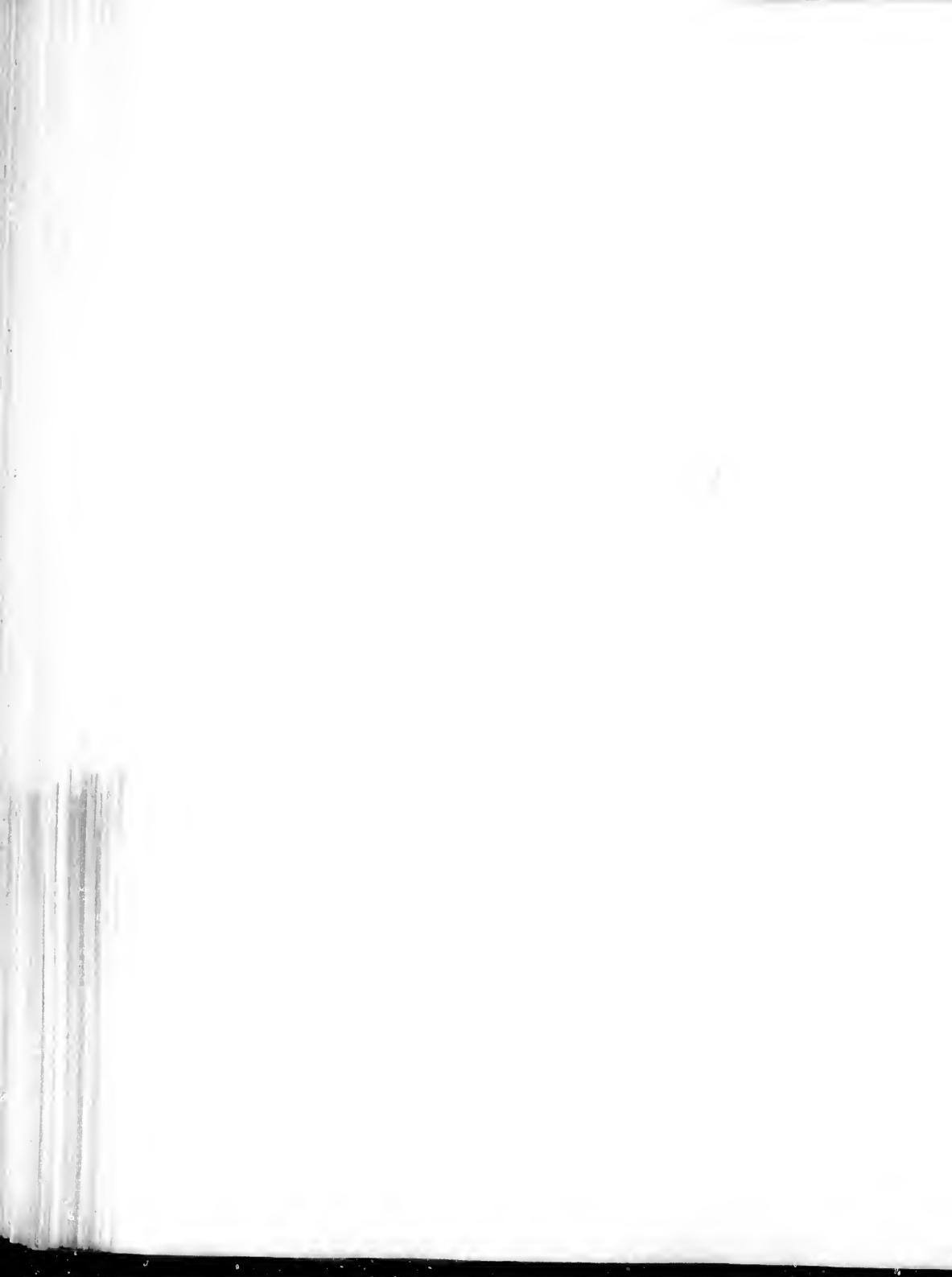


INDIAN CAMP - NEAR VERNON.





BE-MON HILL PARK AND PALACE Victoria



the promotion of mining companies set in on a scale that is probably unparalleled. Companies in 1865-67 were formed by hundreds, with an aggregate nominal capitalization running up into the hundreds of millions. Mining stocks sold freely everywhere. Toronto went wild with speculative zeal. So pronounced was the palpable evil of unrestricted promiscuous company-forming that the Legislature of British Columbia in 1867 passed an act based on the English Companies Act, imposing a sliding scale of fees based on capitalization, and enacting restrictive regulations. The craze soon subsided and the market fell very flat. In fact, Rossland had an experience common with all mining towns—the extreme dullness which characterizes the transition from the speculative to the actual shipping stage.

The stone once set fairly rolling, new districts and new camps opened up to claim attention; to such an extent, in fact, as to render extremely difficult to cover adequately the whole of the ground in a general description and to accurately indicate the direction of the movement. Almost simultaneously a number of new fields began to be talked of, prospectors having spread out in all directions over the province, from every part of which came news of strikes and large mineralized areas. Most notable of these was the Boundary, west of Rossland, a district extending in the main about sixty miles east and west and twenty-five miles north and south along the international boundary line. In this district are to be found the greatest number and largest bodies of gold-copper ores yet discovered within a similar area on the continent of America or in the world. It was first prospected in 1880, and in the following two or three years the principal locations were made. It steadily though slowly developed until 1890, when, with a railway in sight, the extension of the Columbia & Western, built by the C. P. R. from the Columbia into Greenwood and Midway, its pace quickened and the development since has been quite remarkable, not only on account of rapid expansion but solidity. The building of a railway over a most difficult and expensive route, with branch lines to all the principal mining camps, at a cost not less than \$5,000,000, is in itself the best evidence of the faith the possibilities of the district have inspired. The growing up of solid, contiguous towns like Greenwood, Grand Forks, Phoenix and Midway in a year or two is not the least noteworthy feature. Two large smelters, one at Greenwood and the other at Grand Forks, will be blown in in the next two or three months at the latest. They are directly connected by rail with the principal mines of the surrounding camps, about a dozen of which are on a shipping basis.

Further west are the somewhat older camps of Camp McKinney, Fairview,





COLUMBIA AVT. N.Y. - ROSE ST AND.





HOTEL, VANCOUVER, VANC. & F.H.



FIG. 1. FOOLS' SISTER'S MOUNTAINS







JUBILEE HOSPITAL—VICTORIA.



SHORE DRIVE AND SHOAL BAY—VICTORIA.





GEORGIA STREET—VANCOUVER



MELVILLE STREET—VANCOUVER.



VANCOUVER, FROM BROCKTON POINT

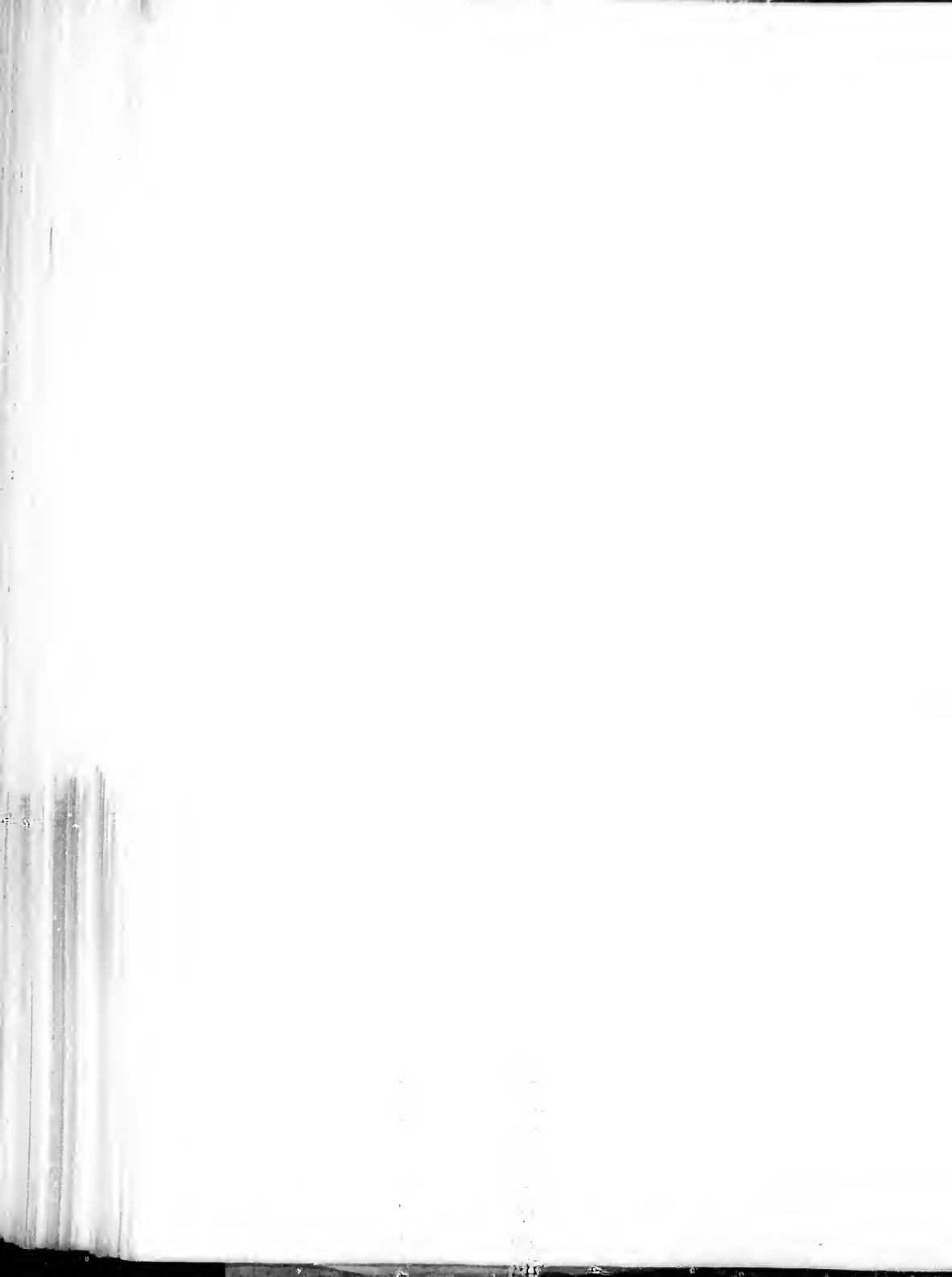




and Granite Creek, in which the properties are principally free-milling. Up the West Fork and the main Kettle river many well-defined leads of gold, copper and silver ore, characteristically high grade, have recently been discovered and satisfactory development is going on. Then the Similkameen, still farther west, which is regarded as the next great mining field to be exploited, is now attracting attention with what appears to be unusually good prospects of success. The big rush will probably be there this summer. It is altogether probable, too, that within the next year or two, the Canadian Pacific Railway will push westward from Greenwood, extending its line through the heart of the Similkameen country to meet the main line at Spence's Bridge or at Hope, at the same time throwing out a branch to Penticton at the foot of Okanagan Lake to connect with the C. P. R. steamers there and the Shuswap and Okanagan line of railway from Vernon to Sicamous on the main line.

But to turn back the screen a bit, not less important are the developments which have taken place in the southern part of the province in East Kootenay. The volume of trade in the interior of British Columbia caused the merchants and manufacturers of eastern Canada to demand a shorter and more direct route through the Crow's Nest Pass to Nelson, the distributing point for the Kootenays. There were coal fields right in the way and large petroleum deposits not far off from the proposed line, to be exploited; there were rich ore deposits near Fort Steele, at Moyie and at other points; there was a beautiful pastoral valley along the Kootenay River, extending for many miles; there were good timber limits all to justify the construction of this road in addition to considerations of trade and commerce. For years this very project had been incubating; it took but one year to fructify after the C. P. R. had it in hand. Now the freight and passengers for Kootenay points leave the main line in the northwest and come through the Rockies via the Crow's Nest Pass; and if the traveler be so desirous may pass through Nelson and meet his own train again at Revelstoke. Fernie, Cranbrook, Moyie and a number of other smaller towns have grown up along the line within a year and a half. The collieries near Fernie are turning out hundreds of tons of coal a day, and some 200 coke ovens, with unlimited demand, are supplying the finest coke at cheap rates to the smelters.

That is not all, however. The C. P. R. is building a spur from Cranbrook to the North Star mine at Kimberley, near Fort Steele, with a view to extending it to Windermere, around which is developing very excellent gold and silver prospects, and on up to Golden to meet the main line there. Neither are mining



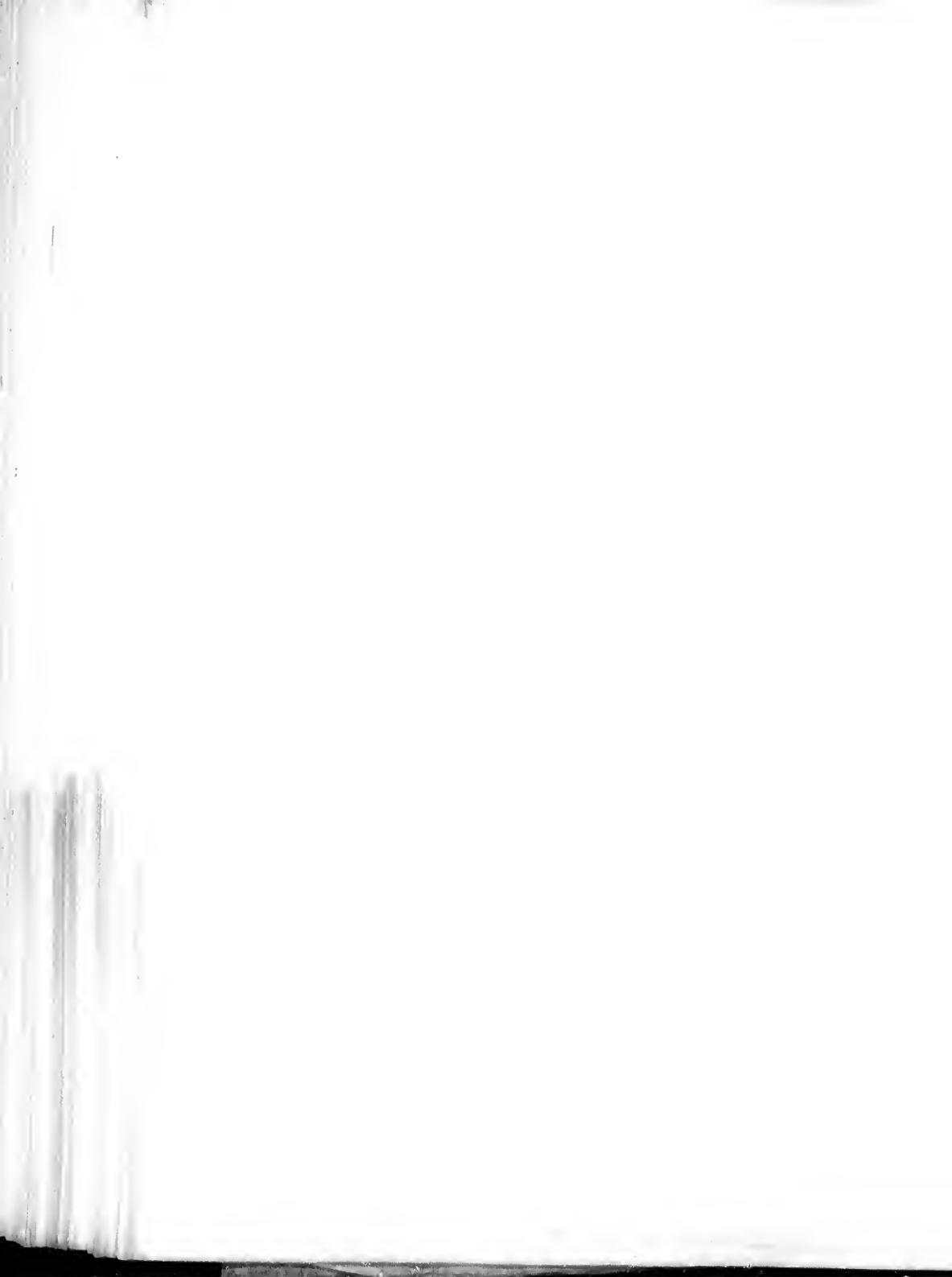
and railway development all included in the foregoing. The Lardeau and Duncan districts have for some years been attracting attention. They are highly mineralized throughout and prospectively very rich in silver-lead ores, but have hitherto been inaccessible for shipping purposes. Last year the C. P. R. started a line from the head of Kootenay Lake to Arrowhead by way of Trout Lake, connecting there again with the C. P. R. system. The Great Northern is also heading into that country. In short, the whole interior is becoming a network of communication, with two parallel main lines crossing it from east to west and branch lines at intervals connecting them at right angles by following easy natural routes north and south. This is the record of less than ten years. If we did not grow old in a day in this age, such accomplishments in a country of great physical barriers would be deemed phenomenal.

The Kootenays and Vale are not all of British Columbia. They are, indeed, a very small portion, representing only about one-eighth of its entire area. Immense development is going on in old Cariboo in hydraulic enterprises on an unparalleled scale. Around Kamloops, which by the way I might add is in Vale, too, there are promising gold, iron and coal properties, only requiring enterprise and capital. In Lillooet teh Bridge River district is coming to the front. In Alberni, on the west coast of the Island of Vancouver, many claims have been recorded, though little work in the way of development has been done to demonstrate their value. At Chemainus on Vancouver Island, Mt. Sicker has one high grade gold-copper property which is shipping and several others equally promising under development. At Goldstream near Victoria there is a partially developed mine for which it is said \$200,000 was refused. On Howe Sound, near Vancouver, some remarkable ledges of copper have been uncovered which are being developed by American capital. Up the west coast of both Vancouver Island and the mainland numerous gold and copper claims more or less promising have been recorded. On Texada Island several mines are working and a small smelter is in operation. The opinion is expressed by some of those who have given the matter attention that from the head of Pitt Lake in New Westminster district a rich and widely mineralized belt extends parallel to the coast along the heads of the numerous inlets of the mainland to some point on the northern coast not yet determined. Such are the indications, and it is confidently anticipated that a mineral district will yet be brought to light quite as important as the Kootenays are. So far it has only been imperfectly prospected. Several large companies are operating in Omineca, and in Cassiar the Cassiar Central Compa-



BIRD'S-EYE VIEW OF GRIEVEMENT,







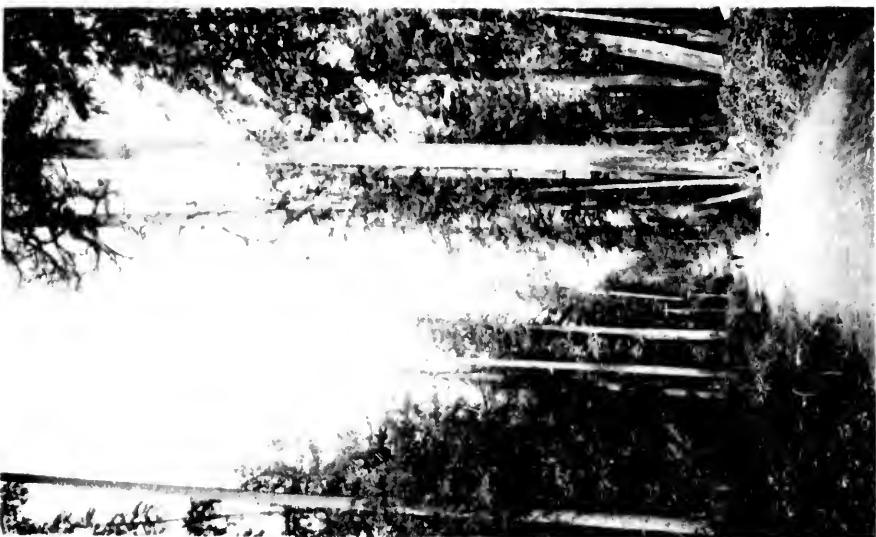
VICTORIA NKM Victoria





VANCOUVER, LOOKING EAST FROM THE FOOT OF BURRARD STREET.





STANLEY PARK—VANCOUVER.



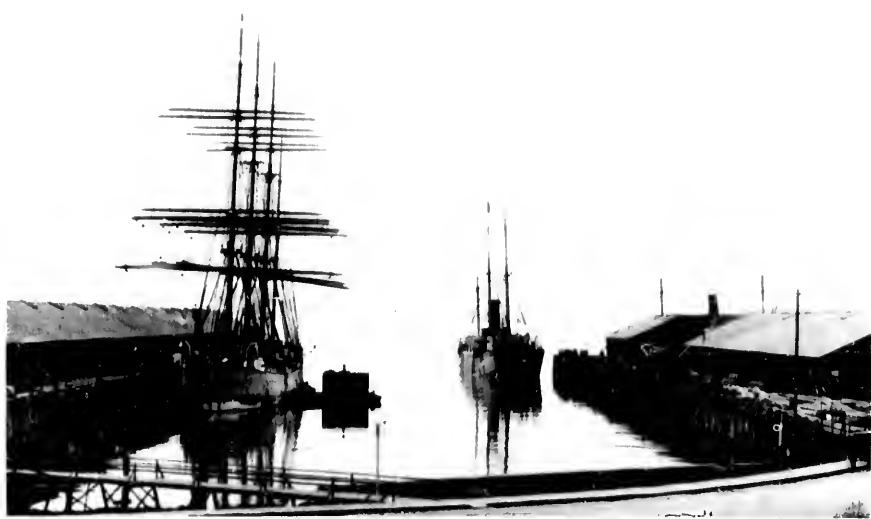
STANLEY PARK—VANCOUVER.





STONEY CREEK BRIDGE - 296' I - 416' span





OUTER WHARF - VICTORIA



KNOB HILL RESIDENCE - VICTORIA.



ny are springing out the country. Reference has not been heretofore made to the latest field opened up in the Atlin and Pennet Lake district. It has not proved to be as rich as was anticipated before the rush but from the nature and distribution of the placers it would appear to be well suited for hydraulicizing on a large scale. Large ledges of copper are also reported to exist in that country and at White Horse Rapids, just on the other side of the northern Boundary, the showings of that metal are said to be surprisingly great. With the rush of miners into the far-off country to the north has followed the White Pass Railway and steam navigation on the lakes and rivers. The prosperity of the Atlin district has, however, been retarded by the operations of the Mic Mac and by the delay and confusion occasioned by the official maladministration of its affairs. One thing is especially clearly shown by all the "prospects" referred to, and that is the remarkably wide and general distribution of minerals in the province, practically covering an area of 400,000 square miles. With this hasty and imperfect sketch of mining I must now turn briefly to other phases of my subject.

Agriculture, though slow, has made steady and substantial progress, not only in respect to extended area and acreage, but in regard to improved methods. Without stopping to discuss conditions in detail, these have not been wholly favorable to success. It may be said, with many things naturally in his favor, the lot of the farmer in British Columbia has not been cast in more pleasant places than that of many of his brethren elsewhere. The expense of clearing land and the lack of communication and cheap rates for produce have been drawbacks, but the great impediment to success has been the element of speculation prevalent as the result of mining, detracting as it does from the interest in and preventing the concentration upon the more or less humdrum details indispensable to the best results. However, to the fostering care of the government for some years and the efforts of the more enterprising among the farmers themselves in stimulating organization and study, much has been accomplished in improving old methods and introducing new ones. In the southern end of Vancouver Island, in the New Westminster district and in the Okanagan valleys, in which fruit raising and mixed farming generally prevail, the industry is carried on, principally, with a fair measure of success. Cattle ranching extends more or less throughout the whole of the interior ranges.

One of the great resources of the province next to that of mining itself in possibilities is the fish of our rivers and the deep sea. I include the rivers because the members of the salmonidae group, comprising the several varieties of



BONNINGTON FALLS State Nelson.







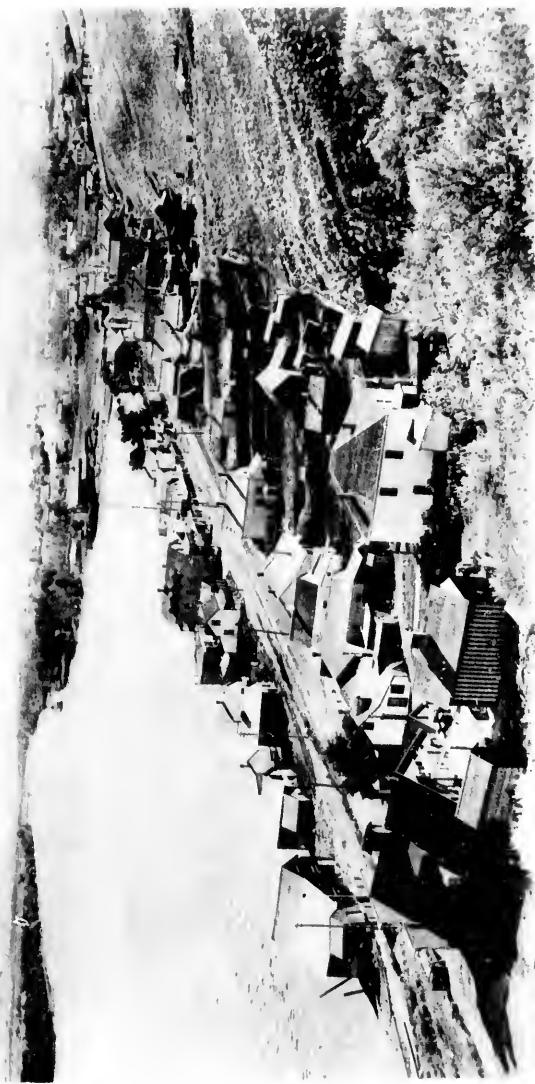
DREARD HOTEL, VICTORIA.





HILLTOP CANYON, NEW MEXICO





GILNEKAM. VIEW FROM COOP'S IN THOMSON RIVER.

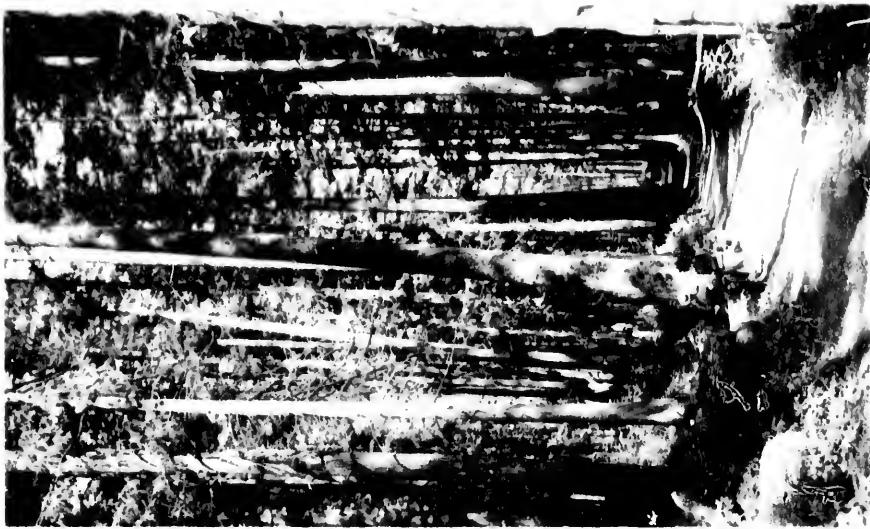


11. STUNTS & SKIFF - VANCOUVER





DRIVE AT SHAWNEE LAKE - VANCLEVE ISLAND



SCKAWNEE FALLS - VANCLEVE ISLAND







SLOCAN CITY



NELSON, LOOKING WEST.





SHAWNEE, AN INLET, AND HOTEL, VANCOUVER ISLAND



salmon, the smelt, colachan or candle fish, sardines, etc., are only caught in their runs from the sea in the rivers and the inlets of the coast. Salmon canning represents an industry rising in value and increasing, although varying each year according to the size of the run, since 1870 when it began, to over \$3,000,000 in 1897. The total value of all fish caught in one year has been over \$6,000,000. The drying and curing of such fish as the salmon and halibut have not been carried on on a large scale as yet, but eventually that phase of the industry in connection with the export of fresh fish, for some time now carried on, will, owing to the great numbers to be found all along the coast, undoubtedly assume proportions of great importance. The halibut and cod of the northern waters are especially fine and abundant.

Lumbering is and always has been a standard industry of the province from the first. It is scarcely necessary to say that in the forests of Douglas fir, spruce, pine and hemlock we possess great wealth and possibly the largest compact area of standing timber now on the continent. Although forest fires have played dreadful havoc with the timber of the interior, there are very few places where the supply is not sufficient to meet local demand for some time to come. The timber for export is found along the coasts of the Island and mainland and on the islands of the Gulf of Georgia, as far north as the northern end of Vancouver Island. Cedar is found still further north. There are 75 or 80 mills, big and small, but the export trade is confined to half a dozen on the coast. The value of the foreign trade in lumber in 1897, the largest to date, was \$742,872. In addition, a very considerable business is done with Eastern Canada in lumber, shingles, house furnishings, and timbers for heavy construction work. At one time half a million acres of timber limits are under lease, and the yearly cut is about 150,000,000 feet, nearly half of which is exported.

Having considered the development of the province with respect to the four great resources, a brief review of the general conditions will be of interest. In no way is the steady advancement of British Columbia better shown than in the trade returns. The imports in 1873 were, in round numbers, \$2,000,000; in 1873, \$3,000,000; in 1883, \$4,000,000; in 1898, \$8,500,000. The exports in 1873 were practically \$2,000,000; in 1883, \$3,500,000; in 1893, \$5,500,000; in 1898, \$17,000,000. The total of the registered sea tonnage in and out was on an average from 1874 to 1878, 287,093 tons; in 1897 it was 2,135,443 tons. The number of school districts in 1871 was 25; in 1897, 109. The average daily attendance in the same time increased from 575 to 10,000, and the cost of education from \$37,000 to just about





FISHERMAN'S BAY VANCOUVER.



BAKER STREET, N.W. 1.







ON ROAD TO GRAND FORKS.



ARROW LAKE NARROWS.





COURT HOUSE - NANAIMO



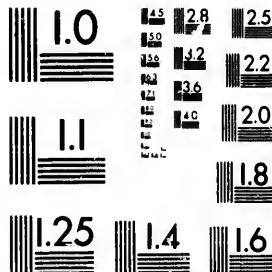
CHAPEL STREET - NANAIMO.





FIGURE 1. A CRYSTAL OF KASLOITE FROM THE SARDON RIVER.

## **IMAGE EVALUATION TEST TARGET (MT-3)**





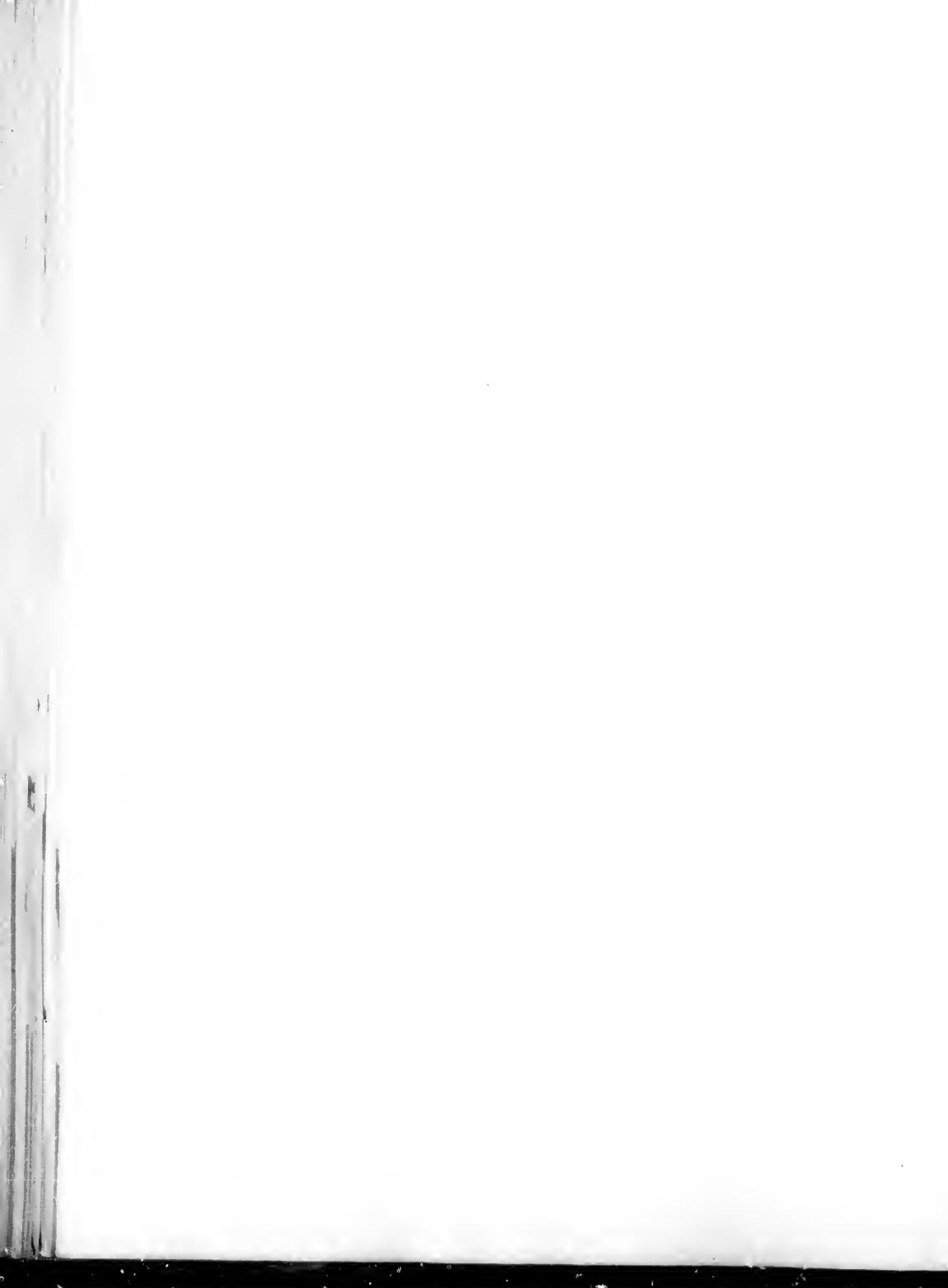




OAK BAY AND MT. BAKER, FROM VICTORIA



VIEW OF VICTORIA FROM MT. TALMIE



\$300,000 in 1898. The total production of all the mines has jumped from \$2,600,000 in 1890 to \$11,000,000 in 1898. The total of the mineral output from the very first to the last date is estimated at \$123,500,000. The year book of British Columbia, 1897, gave the number of business establishments of all kinds as 2,380, and they have largely increased since then. It estimated the private wealth of the province, including all capital invested and private property at assessed values, at \$280,000,000. There are 1,450 miles of railway in operation, or about to be operated. The figures in regard to lumber, fish, etc., have been given elsewhere.

Socially, the province has kept pace with material advancement. All the creature comforts, social forms of enjoyment, athletic and sporting advantages, religious and educational facilities, public institutions, fraternal and benevolent organizations of ordinary civilized life in older communities are represented, even in the interior towns, but especially in the coast cities. The standard of education is well maintained; the administration of justice is notably efficient; the legal profession and judiciary stand high; and in no part of the world is wages better or the relations between the employer and employee more friendly, if we except the recent labor trouble in respect to the eight-hour law in metaliferous mines. The Capital has public buildings of great beauty and impressive architectural effect, which contain among other features an imposing Legislative Hall, a museum of rare value and local interest, a State Library and a Bureau of Mines, organized in the first instance by W. A. Carlyle, so well known to the mining world now.

Perhaps, representing and reflecting as they do the life of the province, enough has not been said about the cities, but sufficient may be inferred incidentally as to the conditions which affect them. Victoria, the capital, is a place of great natural beauty and is par excellence the place of residence on the coast. It has also excellent shipping facilities and connections and is most favorably related to the trade of the coast. Vancouver, needless to say, as the terminus of the C. P. R. and the trans-Pacific steamship lines, is or will be the commercial city of the province. Its destiny is assured. It has now a population of 30,000. Nanaimo is a coal mining town the future of which depends on the magnitude of that industry. New Westminster is the fishing and agricultural center of the lower Fraser district and will always be a substantial town. Nelson is the distributing center of the Kootenays and is making very rapid advancement. It will without doubt be a large commercial center. Rossland, so far the largest city of the interior, is a mining center and will depend for its future upon the big mines by which it is surrounded. Kamloops will be an interior health resort and a mining center as





GOLD STREAM - NEAR VICTORIA.





COSTA RICA: MOUNTAINS AND CLOUD FOREST IN THE COASTAL RANGE.





ON ROAD TO CARIBOO.



WHARF AND COAL MINES—NANAIMO.



COVERI RANCH - GRAND FORKS.



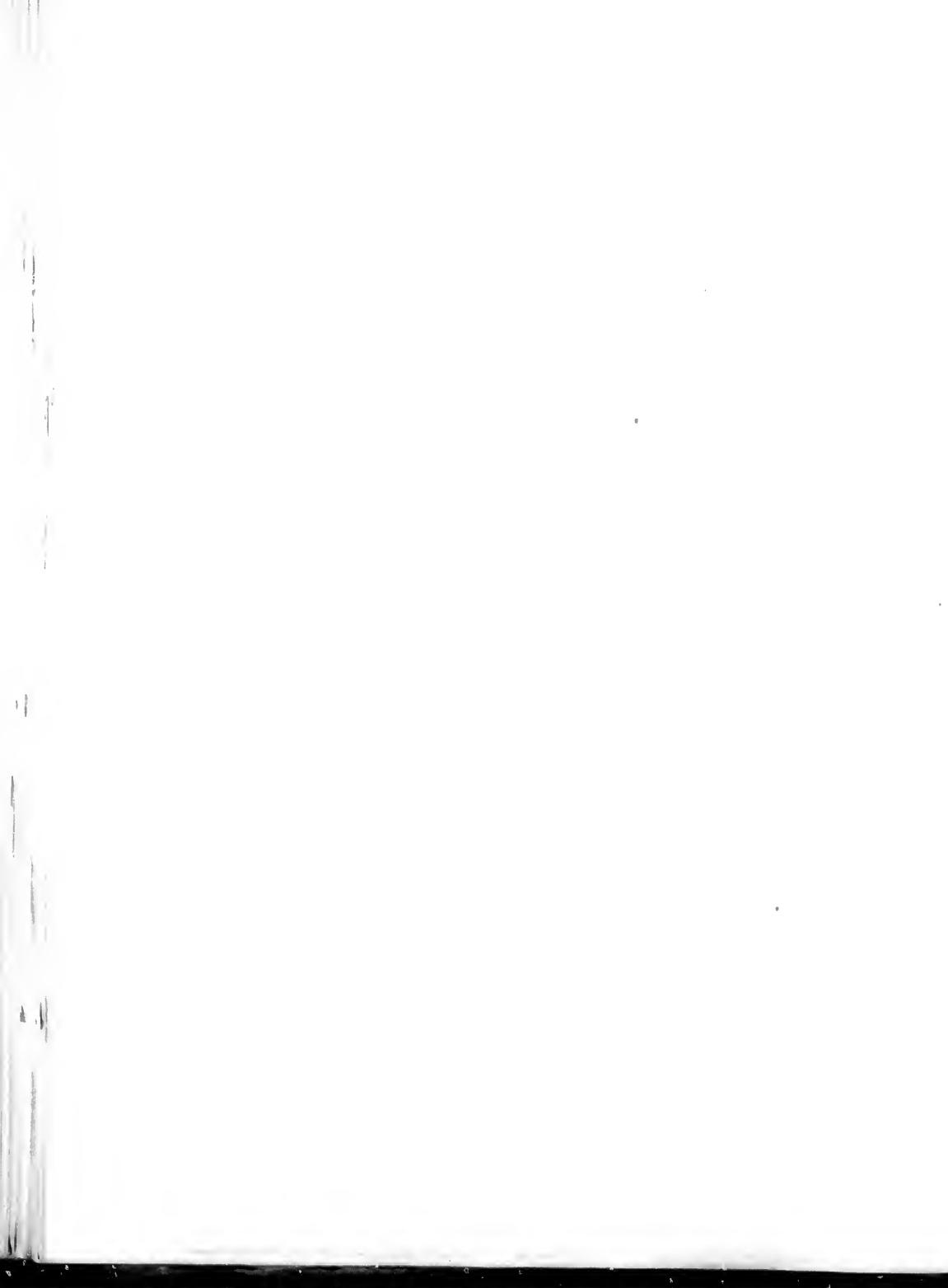




CEDAR HILL FROM MT. TOLMIE NEAR VICTORIA



OLYMPIAN RANGE OF MOUNTAINS—MACAULEY POINT, VICTORIA.





KICKING HORSE CANYON.





GRAND FORKS, SHOWING SMELTER



NETSON, LOOKING EAST, SHOWING SMELTER



well. Greenwood is the largest of the smaller towns and as the center of the Boundary mining district has a prospectively bright future. Revelstoke, on the main line, as the entrepot of the Kootenay country ought to have a good future and is steadily progressing. In a country developing so rapidly as British Columbia it is very difficult to determine the place to which such towns as Fernie, Cranbrook and Fort Steele and Golden, in East Kootenay; Grand Forks, Midway, Phoenix and Eholt in Boundary; Kaslo, Sandon, New Denver, Vmair and Trail in West Kootenay, and many other places springing up throughout the province, will attain. Townsiting is a popular though uncertain form of industry, regarding which it is unsafe to predict.

For several years past the province has been enjoying unusual prosperity, largely attributable to mining activity in the far north as well as in the southern interior. In endeavoring to convey a fair impression of conditions as they have existed, I have possibly referred too much to the bright side. The situation recently has not been so encouraging as it was, nor is the sky all sunshine. An unfortunate combination of untoward circumstances has produced temporary depression. Without attempting to discuss the economic merits of the eight-hour law, the Legislature in enacting it brought about strained relations between the miners and mine owners in the Slocan and other mining camps. Mining operations, for the time being at all events, have been retarded and the investment of capital has been affected. The alien law and luckless administration strangled the progress of the Athlone district during the past year. Then the war in the Transvaal produced stringency in money, reacting strongly on an already overworked stock market, the complete slaughter of which came with the closing down of the War Eagle and Le Roi mines at Rossland. Smallpox has added its quota of misfortune, and as a final episode in the chapter of calamities is the suspense created by an incomprehensible, incongruous and unprecedented political situation. I have referred to the depression thus produced as temporary because the causes are temporary and will soon be removed.

The investor is now waiting for the clearing of the skies and for returns on moneys already invested year after year in the mines before going deeper into his pockets. With the war over, the labor troubles settled, the mines shipping and the smelters in full blast, confidence will be fully restored and our banners will float once more in the favoring breezes of prosperity. Successive waves of inflation and depression will continue to come in the future as in the past, but the province as a whole will move steadily on like a ship at sea to that great destiny which, on account of its illimitable natural resources and geographical situation, we may confidently predict for it and all its generations.

