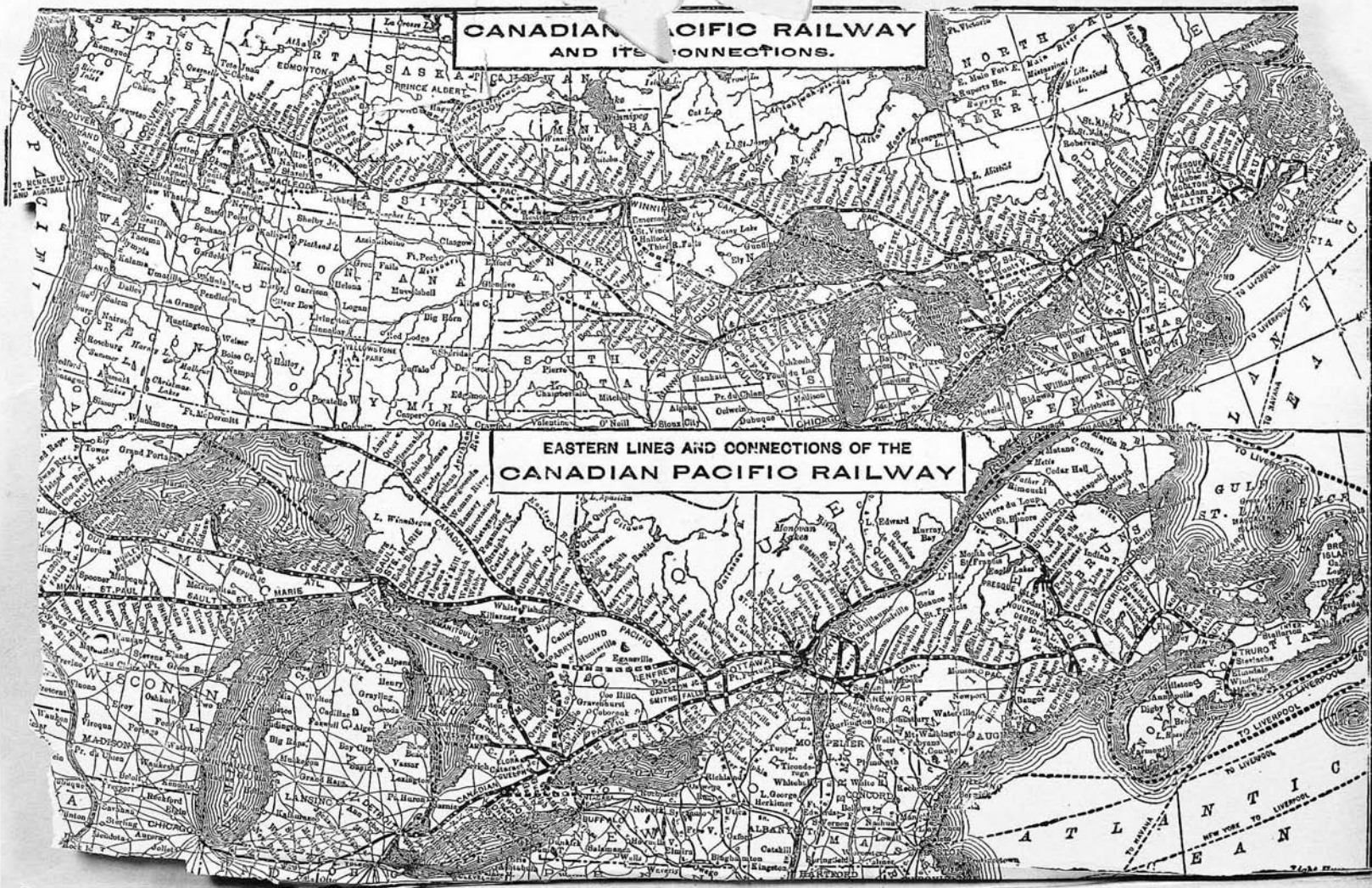


**British
Columbia**

CANADIAN PACIFIC RAILWAY AND ITS CONNECTIONS.

EASTERN LINES AND CONNECTIONS OF THE CANADIAN PACIFIC RAILWAY



British Columbia

**THE PACIFIC PROVINCE OF THE
DOMINION OF CANADA**

Its Position, Resources and Climate

NEW FIELDS FOR

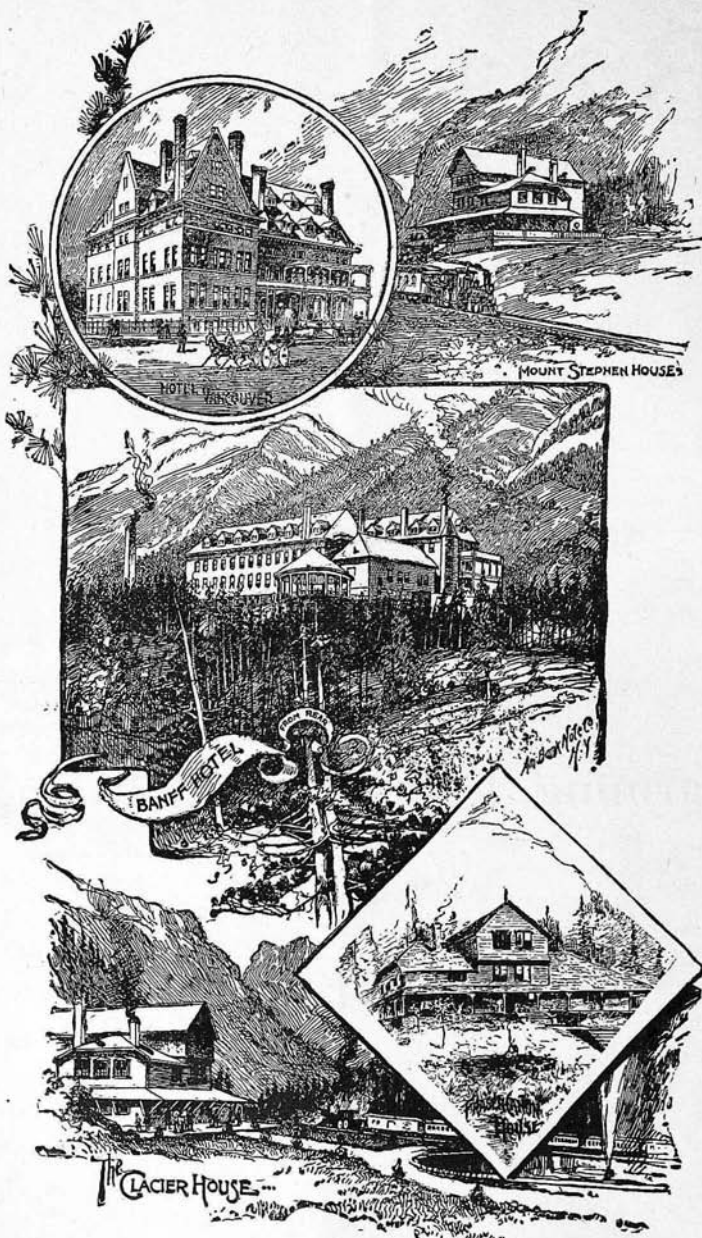
Farming, Ranching and Mining

ALONG THE LINE OF

The Canadian Pacific Railway

FULL INFORMATION FOR INTENDING SETTLERS

1894



C. P. R. HOTELS.

BRITISH COLUMBIA.

GEOGRAPHICAL POSITION OF THE PROVINCE.

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

British Columbia, which contains a superficial area of about 380,000 square miles, is one of the most important provinces of the Dominion, as well from a political as from a commercial point of view. With the Island of Vancouver it is to a maritime nation invaluable, for the limits of British Columbia coal fields can only be guessed at, while enough coal has already been discovered on that Island to cover the uses of a century. The harbours of this province are unrivalled. Vancouver, the Pacific terminus of the Canadian Pacific Railway is the point of embarkation for Japan, China and Australia, in the new and shortest high-ways to the Orient and the Antipodes. The voyage from London to Yokohama has already been made in 21 days via the Canadian Pacific Railway, and this time will be still further reduced. Its principal seaport attracts not only a large portion of the China and Australian rapid transit trade, but must necessarily secure much of the commerce of the Pacific Ocean, the steamers of the Canadian Australian Line touching at the Hawaiian and Fijian Islands. Its timber is unequalled in quantity, quality or variety; its mines already discovered, and its great extent of unexplored country, speak of vast areas of rich mineral wealth; its waters, containing marvellous quantities of most valuable fish, combine to give British Columbia a value that has been little understood.

THE HARBOURS.

Of the many harbours, the principal are English Bay and Coal Harbour, at the entrance to Burrard Inlet, a few miles north of the Fraser River. Vancouver, the terminus of the Canadian Pacific Railway, is situated between these harbours.

There is a good harbour for vessels drawing up to about 18 feet, at Victoria on Vancouver Island, and a fine harbour for the largest ships at Esquimalt, three miles southeast of Victoria.

Esquimalt harbour is about three miles long, and something under two miles broad in the widest part; it has an average depth of six to eight fathoms, and affords excellent holding ground, the bottom being a tenacious blue clay. The Canadian Government has built a dry-dock at Esquimalt to accommodate vessels of large size. Its length is 450 feet, and width 90 feet at the entrance.

THE RIVERS.

Of the rivers of British Columbia the principal are the Fraser, the Columbia, the Thompson 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 over 300 miles before turning to rush through the gorges of the coast range to the Straits of Georgia. On its way it receives the waters of the Thompson, the Chilicoten, the Lillooet, the Nicola, the Harrison, the Pitt, and numerous other streams.

The Columbia is a large river rising in the southern part of the province, in the neighbourhood of the Rocky Mountains, near the Kootenay Lake. This lake is now traversable by regular steamboat service.

The Columbia runs north beyond the 52nd degree of latitude, when it takes a sudden turn and runs due south into Washington State. It is this loop made by the abrupt turn of the river that is known as the "great bend of the Columbia." The Kootenay waters fall into the returning branch of this loop some distance south of the main line of the railway.

The Peace River rises some distance north of the north bend of the Fraser, and flows eastwardly through the Rocky Mountains, draining the plains on the other side. It more properly belongs to the district east of the mountains that bare its name. In the far north are the Skeena River and Stickeen flowing into the Pacific, the latter being in the country of valuable gold mining operations.

The Fraser River is navigable for river boats to Yale, a small town 110 miles from the mouth; and larger vessels, drawing 20 feet, can ascend to New Westminster, situated about 15 miles from the mouth.

The 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 Province of British Columbia is divided for local purposes into a number of districts, of which seven are on the mainland. The most westwardly of these seven is

NEW WESTMINSTER DISTRICT.

which extends from the international boundary line on the south to the 54° on the north. Its eastern boundary is the 124° longitude to the head of Jarvis Inlet, where it strikes due west to about the 123°, and from there drops south-eastwardly to the boundary. In the southern portion of this district there is a great deal of excellent farming land, particularly in the delta of the Fraser River. The soil there is rich and strong, the climate mild, resembling that of England with more marked seasons of rain and dry weather, and heavy yields are obtained without much labour. Very large returns of wheat have been got from land in this locality—as much as 62 bushels from a measured acre, 75 bushels of oats per acre, and hay that yielded 3½ tons to the acre. Good prices are realized for all farm produce. Experiments have of late years been made in fruit growing with the most satisfactory results. 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.

The northern portion of the district is at present most valuable

for its timber, the famous Douglas fir, from which excellent timber is made, growing thickly and to a great size in the neighbourhood of the coast. The chief centres of this district are the cities of Vancouver and New Westminster. The climate in this district is mild, garden flowers living out of doors all winter, but in the fall of the year there is considerable rain in those parts of the district nearest the coast.

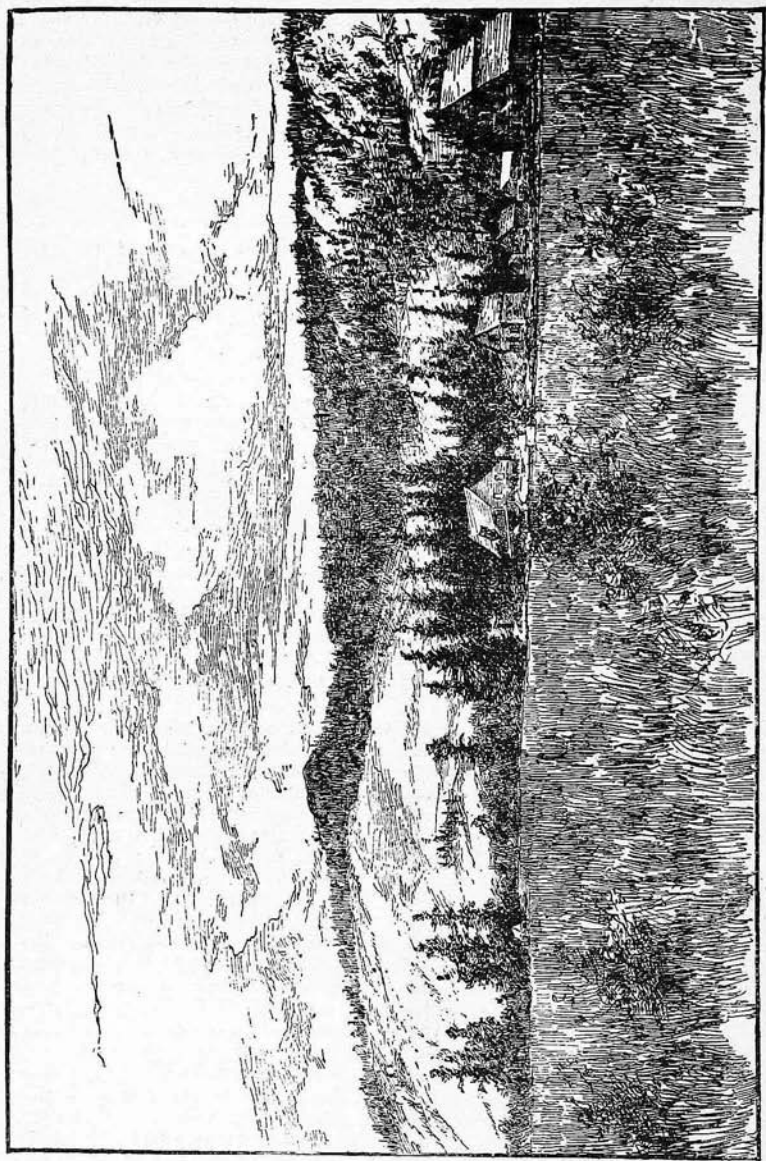
The Canadian Pacific Railway crosses the southern portion of this district from Yale to Vancouver, and rail communication is established with the cities situated on Puget Sound, with Portland, Oregon, San Francisco and the American system.

CHIEF TOWNS.

VANCOUVER. On a peninsula having Coal Harbour in Burrard Inlet on the east and English Bay on the west is the new city of Vancouver. It is surrounded by a country of rare beauty, and the climate is milder and less varying than that of Devonshire and more pleasant than that of Delaware. Backed in the far distance by the Olympian range, sheltered from the north by the mountains of the coast, and sheltered from the Ocean by the high lands of Vancouver Island, it is protected on every side, while enjoying 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 lake in a ravine of one of the neighboring 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 Company put a line of steamships on the route between Vancouver and Japan and China. Those two important projects gave an impetus to the growth of the city, by placing its advantages entirely beyond the realm of speculation, and the advancement made was truly marvellous.

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

In addition to the great transportation lines of the Canadian Pacific Railway and the steamship lines to Australia, Japan and China, the Hawaiian and Fijian Islands, the city has connections with all important points along the Pacific coast. The boats employed in the mail service between Vancouver and Japan and China are three magnificent new steel steamships specially designed for that trade. They are called



FARM NEAR VERNON, B.C.

the Empress of India, the Empress of Japan and the Empress of China. The Canadian-Australian Line gives a monthly service to Australia, via Honolulu, H.I., and Suva, Fiji. There is a fortnightly sailing to Alaska during the summer months. Steamers ply between Vancouver and Victoria and Nanaimo daily; and connection is made at Victoria for all Puget Sound ports and to Portland and San Francisco. The Bellingham Bay and British Columbia Railway gives close rail connection, via Mission Junction, 43 miles east of Vancouver, with the different cities and towns of the Pacific Coast.

The following table of distances will be useful for reference:

	Miles.
Vancouver to Montreal.....	2,906
Vancouver to New York, via Brockville	3,163
Vancouver to Boston, via Montreal	3,248
Vancouver to Liverpool, via Montreal	5,713
San Francisco to New York.....	3,266
San Francisco to Boston	3,370
Yokohama, Japan, to Liverpool, via San Francisco	11,281
Yokohama, Japan, to Liverpool, via Vancouver	10,047
Sydney to Liverpool, via Vancouver	12,663
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

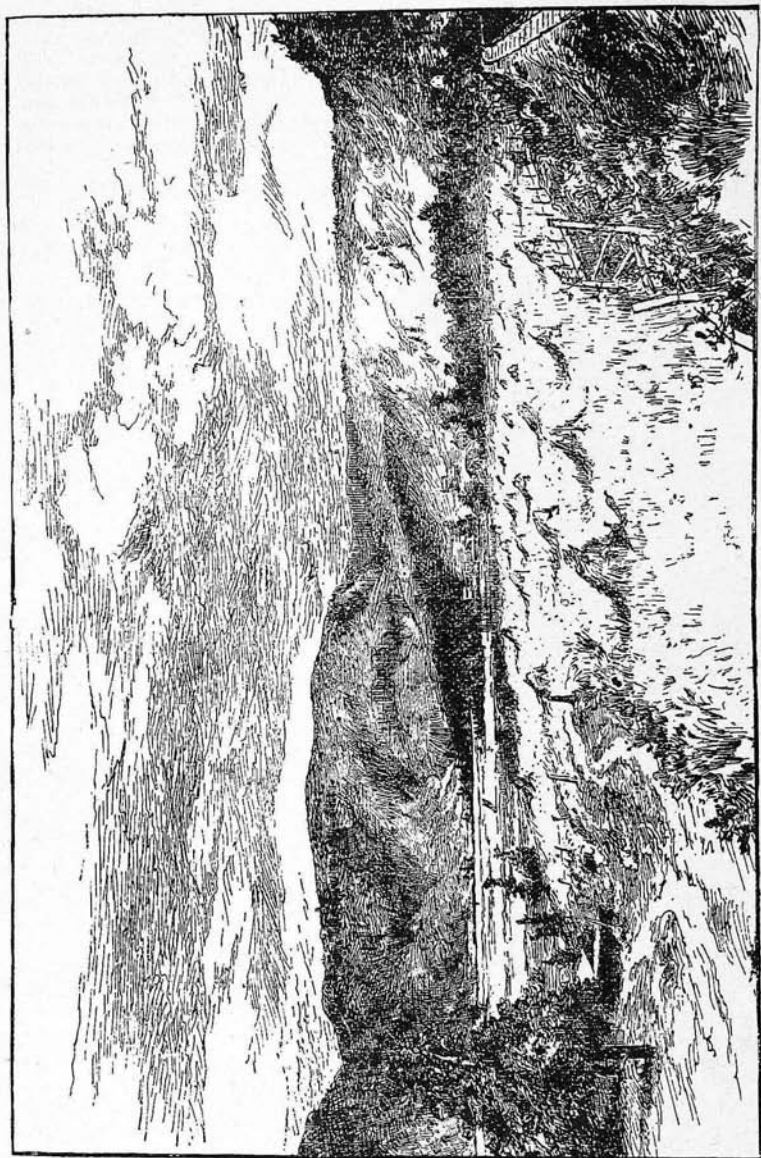
NEW WESTMINSTER. This flourishing city was founded by Colonel Moody during the Fraser River gold excitement in 1858. It is the headquarters of the salmon canning industry, and the population is about 8,000. It is situated on the north bank of the Fraser River, fifteen miles from its mouth, is accessible for deep water shipping, and lies in the centre of a track of country of rich and varied resources. It is connected with the main line of the Canadian Pacific Railway by a branch line from Westminster Junction and with Vancouver by an electric-railway.

New Westminster is chiefly known abroad for its salmon trade and its lumber business, but the agricultural interests of the district are now coming into prominence and giving the city additional stability, particularly as it is the market town of the Fraser River delta before spoken of.

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

CASSIAR DISTRICT.

lies north of the New Westminster district and extends northwards to the boundary of British Columbia. It is not an agricultural country, but contains some of the richest gold mines yet discovered in the province, and indications are numerous of further mineral wealth to be developed. There are some prosperous fish canning establishments on the coast, and parts of the district are thickly timbered. Communication with the Cassiar district is principally by water. Steamers start at



NEAR HEAD OF KAMLOOPS LAKE, B.C.

regular dates from Victoria for the Skeena River. Fort Simpson and other points on the coast within the district. See page 27 northern zone as to climate.

THE CARIBOO DISTRICT.

lies east of Cassiar and the northern portion of New Westminster district, continues east to the eastern boundary of the province, and southward to the 50th parallel. The celebrated Cariboo gold mines are in this district, and there is a limited area in scattered localities in which farming and ranching are carried on. A railway is projected through this district, which, when completed, will open up many desirable locations, and assist in developing the mineral wealth which is known to exist. At present, communication is by a stage line, which starts once a week, from Ashcroft to Barkerville and intermediate points, and tri-weekly between Ashcroft and Clinton. The chief settlements are at Soda Creek, Barkerville, Bridge Creek and others. This district covers so large an area that it contains more than one climate, which subject, however, is dealt with on page 26, middle zone.

LILLOOET DISTRICT.

This division lies directly south of Cariboo and north of the Fraser River and a portion of New Westminster. The country is as yet only sparsely settled, principally in the vicinity of the Fraser River, though there are other settlements at Clinton and elsewhere, which, when the projected Cariboo Railway before mentioned is built, will rapidly become of more importance. There is a considerable quantity of the finest grazing land in this district and cattle thrive well. The stage line between Ashcroft and Barkerville passes through Lillooet, stopping at Clinton and other settlements. See page 26, middle zone for climate.

YALE DISTRICT.

is on the south of Lillooet, and east of New Westminster. It extends southwards to the international boundary and eastward to the range of high lands that separate the Okanagan Valley from that of the Arrow Lakes. The chief centres are the town of Yale, on the line of the Canadian Pacific Railway; Kamloops, on the lake of that name and also on the railway; Ashcroft, at the bend of the Thompson River; North Bend, on the line of the Canadian Pacific Railway; and Vernon, at the head of Okanagan Lake. The Yale district affords openings for miners, lumbermen, farmers, and ranchmen. For the purpose of localizing this information here given, this district of the Province may be subdivided into the Nicola and the Okanagan countries.

THE NICOLA VALLEY,

forming the eastern 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. In a few years the Nicola Valley will become as famous for its grain, roots, vegetables and fruit of all kinds as it has been for its bunch-grass fed cattle. For climate see page 26, southern zone.

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

THE OKANAGAN VALLEY,

south and south-east of Kamloops and the Canadian Pacific Railway, and west of the Nicola Valley, is believed to be one of the finest sections in

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

Okanagan is famous as a grain-growing country. For many years this industry was not prosecuted vigorously. Of late a marked change has taken place in this respect. Samples of wheat raised in Okanagan, sent to the Vienna Exposition in 1886, were awarded the highest premiums and bronze medals.

One of the best flouring mills in the Dominion is now in operation at Enderby, some 35 miles south of Sicamous, 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. Though Okanagan is an excellent wheat producing country, considerable attention is now being given to various kinds of fruit culture, and an important movement is on foot looking to the conversion of the grain fields of Okanagan into orchards. The Earl of Aberdeen has started a large fruit farm there and a fruit-canning establishment is to be erected.

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 some sections, whilst in others it is scarce, rendering irrigation by artesian wells a necessity.

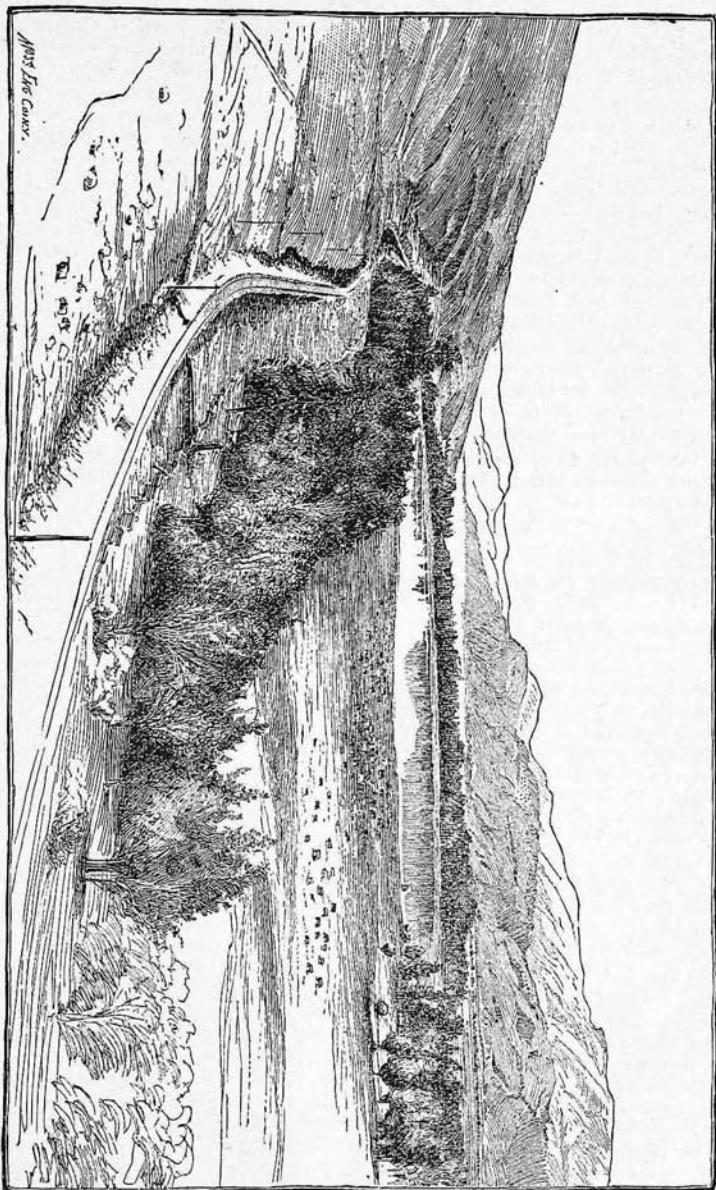
Okanagan is also a very rich mineral district. Valuable mines are now being operated within its limits, which extend southerly to the American boundary.

The completion of the Shuswap and Okanagan Railway to Vernon, the chief town of the district, from the main line of the Canadian Pacific, a distance of 46 miles, has proved an immense impetus to this splendid section of country. It passes for some distance through thickly wooded country and between high lands at some distance at either side, stopping at Mara and Enderby before reaching Vernon. There are splendid grazing lands, and the valleys that intersect them are of the most fertile character. The Coldstream or White Valley is one of these, and the country round about Kalowna, where Lord Aberdeen's and other 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 Vernon a fine new steamer, the Aberdeen, owned by the Canadian Pacific Railway Company, plies to Kalowna (formerly called the Mission) and to Penticton, near the south end of the lake. The country tributary to the lake throughout is capital, 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 summer is warm and pleasant.

CHIEF TOWNS.

The chief towns of the district are Yale, Kamloops, North Bend and Ashcroft on the Canadian Pacific Railway main line, and Enderby and Vernon on the Okanagan branch, though it is probable that the settlement at Kalowna, towards the southern end of the lake, will shortly become a town of importance.



MISS LEE COOK.

CATTLE RANCH ON THE SOUTH THOMPSON RIVER, NEAR KANLOOPS, D. C.

YALE is 103 miles east of Vancouver, at the head of Fraser River navigation, and here outfits can be procured by intending settlers and miners, or a market found for any produce intended for sale.

KAMLOOPS is one hundred and three miles east of Yale and is situated on Kan'loops Lake. It is a railway divisional point and a thriving town, doing a good trade with the farmers, ranchmen and miners of the district. Steamboats ply on the lake and there are saw-mills in constant operation. It was originally merely a Hudson's Bay Co's trading post, but has now become a town of some size and importance.

ASHCROFT, on the Thompson River is about fifty miles beyond Lytton. It is the starting point of the stage line for Cariboo, Soda Creek, Clinton, Barkerville and other points in the Lillooet and Cariboo districts. It is a busy place, where a considerable freighting business is done and where supplies of all kinds can be obtained.

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

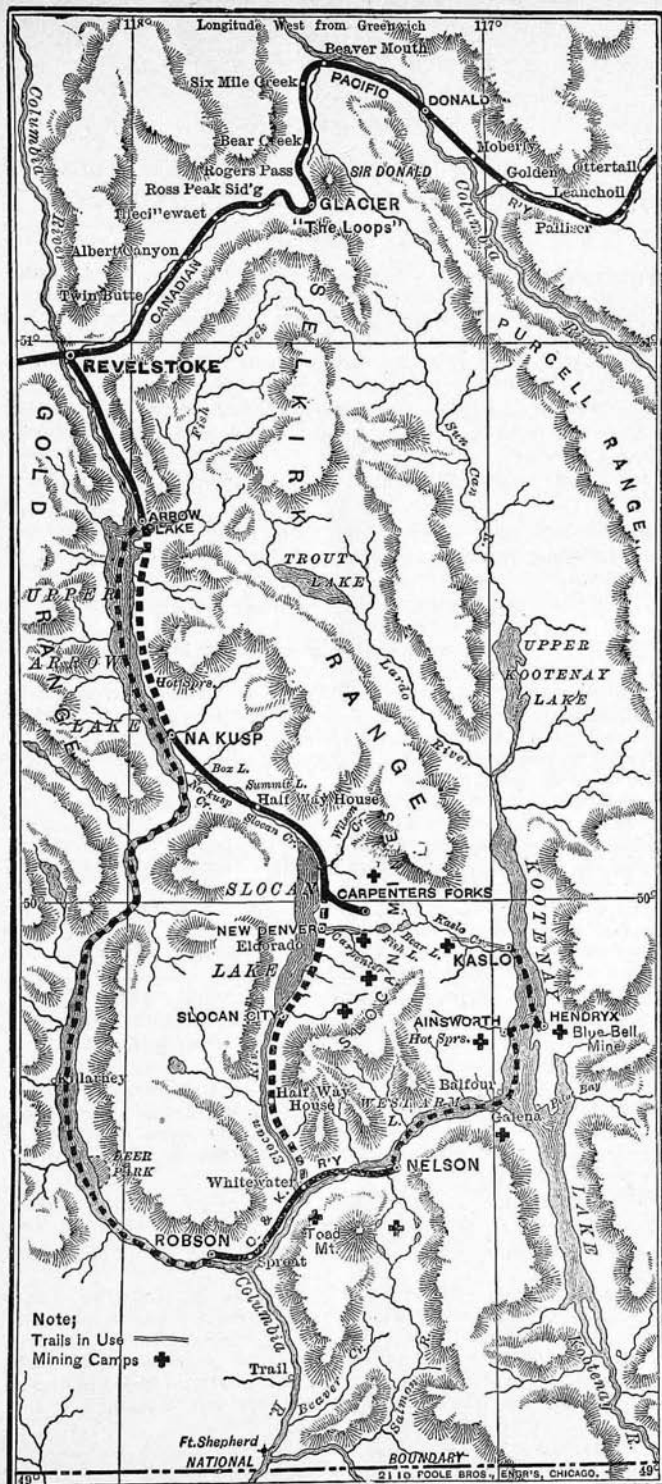
ENDERBY is a smaller, but still a rising town, where there is good hotel accommodation and a variety of stores and other business establishments.

WEST KOOTENAY DISTRICT.

is the next east of Yale, and extends north and south from the bend of the Columbia to the international boundary, embracing, with East Kootenay (from which it is separated by the Purcell range of mountains), an area of 16,500,000 acres. Although possessing some excellent farming land and good ranching country, West Kootenay is chiefly remarkable for its great mineral wealth. Very rich deposits have been discovered in different sections of the Kootenay country, and new finds are almost daily made. In the opinion of experienced men, there is still a large area not yet prospected which will yield even more phenomenal returns of precious ores. It is a country of illimitable possibilities, but is yet only in the early stages of development, when the vast area of hidden wealth is considered. Capitalists and practical miners have shown their unbounded confidence in the district by investing millions of dollars, and an eminent American authority speaks of it as "the coming mining empire of the Northwest."

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

The mining districts are easily reached from Revelstoke, on the main line of the Canadian Pacific Railway, about midway between the eastern slope of the Rockies and the Pacific coast. From this point, a branch line south is about completed to Arrow Lake station at the head of Upper Arrow Lake, from which steamer can be taken to Nakusp at the foot of the lake, where rail communication with Carpenter's Forks, near New Denver, the centre of a rich mining region, is just being established. Steamer can be also taken from Revelstoke past Nakusp to Robson, at the mouth of the Lower Kootenay River. Along the bank of this immense river the C. P. R. runs to Slocan station at the mouth of the Slocan River, along which a good trail runs north to a rich mining country; or the journey can be continued to Nelson, the present metropolis of the Kootenay mining district, in the vicinity of which are the Silver King, Toad Mountain and other mines. From Nelson steam-



ers ply to all the mining towns on the Kootenay Lake—Balfour, Hendryx, Ainsworth, Kalso, etc.

TOWNS.

REVELSTOKE, on the Canadian Pacific Railway, is the chief town of West Kootenay. It is a mining town between the Gold and Selkirk ranges, and is the chief source of supply for the country south of it. There are some smelting works at Revelstoke, and being the place of departure for the mines, does an important business. Another smelter at Pilot Bay has a daily capacity of 100 tons.

NELSON is a mining town on the Kootenay River twenty miles east of Robson, and from it, points on the Kootenay Lake are reached by steamer.

KALSO and AINSWORTH are rising mining towns on Kootenay Lake.

NAKUSP is a progressive town at the head of Upper Arrow Lake.

NEW DENVER is an enterprising mining town on the east side of Slocan Lake.

MINING LOCALITIES IN WEST KOOTENAY.

The principal mines at present in work are in that section about Nelson and Slocan. Amongst those near Nelson are those conveniently described as the "Toad Mountain," chief of which is the Silver King. Other mines in the vicinity of Nelson are the Dandy Mine, where considerable development has been done; the Last Chance, Iroquois, Union Jack, Ollie, Newmarket, Hidden Treasure, Goldendale, Jim Crow and Democrat. The general character of the ore is barnite or variegated copper and tetrahedrite or grey copper, and carries silver to a much higher grade than is usual with this class of ore. But in addition to this silver-copper belt, the Toad Mountain district has a distinct gold belt. Among the claims taken up in this latter belt are the Iron Horse, Victoria, Starlight and Gold King. West of Nelson is a gold claim known as the "Poor Man," and another gold property known as the Whitewater, lies some 20 miles off on Rover Creek. An extract from the report of the Government assay on the specimens of Toad Mountain ore shown at the World's Fair, reads:

"A few samples only were sent from this part. There was one fine ferruginous quartz specimen from the Majestic, carrying much free gold. The Silver King, argentiferous copper, with silver 444 ounces and 23.50 per cent. copper, requires no further mention."

The Blue Bell and Hendryx Mines are on the east side of Kootenay Lake, and in the Kalso-Slocan group are hundreds of claims which are being extensively and profitably worked, among them being the Idaho, Wellington, Blue Bird, Slocan Star, Dardanelles, Mountain Chief, Noble Five, Freddy Lee, etc.

New discoveries, however, are made every year, so that what during one season is the richest mine of a district may be surpassed in the following year. The way to these mines is by Revelstoke. (See page 12.)

Between the Gold Range and the Selkirks is the west side of the great loop of the Columbia River, that extends north above the 52nd parallel. This bend drains a gold region not yet well explored, but which has every indication of great mineral richness. Gold has been found in paying quantities at many points north of the Bend, and indications of it on the Illecilliwaet River and Beaver Creek.

EAST KOOTENAY DISTRICT.

East Kootenay, lying between West Kootenay and the eastern boundary of the province, comprises the larger part of the famous Kootenay Region of British Columbia.

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

It contains a valley nearly 300 miles long, from the international boundary line to the apex of the Kootenay triangle at the great bend of the Columbia, with an average width of 8 to 10 miles, in the centre of which is enclosed the mother lakes of the Columbia, 2,850 feet above the 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 favored valleys in the province, having good grass and soil, a fine climate, established mines and promising mines, excellent waterways and an easy surface for road making. Its chief navigable waterway leads to a station of the Canadian Pacific Railway.

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

It might be 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.

TOWNS.

The towns of East Kootenay are Field, near Mount Stephen, and 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. Prospectors, sportsmen, miners and others can supply their requirements at these places.

The present communication of the district is effected by the Kootenay mail line steamers plying from Golden Station on the Canadian Pacific Railway, southwards for 120 miles to the Columbia Lakes. The S.S. Hyak or Duchess leave Golden twice a week for Carbonate, Spallumcheen, Galena, Jubilee, Sinclair, Windermere, Adela and Wray landings, connecting at the tramway with S. S. Pert to Thunder Hill and Canal Flat, at which there is stage connection with Fort Steele and Cranbrooke. 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. For climate of East and West Kootenay see page 26, southern zone.

On the north side of the Middle Fork of the Spallumcheen, or Mc-Murdo Creek, a number of claims showing good croppings have been located.

MINING LOCALITIES OF EAST KOOTENAY.

Further up McMurdo Creek near the summit of the range, a number of claims have also been located. Gold is visible in some of the surface rocks, and assays of 35 oz. of gold have been obtained. Several claims at the summit contain galena and gray copper ores.

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

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

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

New discoveries stated to be large veins, containing high grade galena, have been made up Toby Creek.

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

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

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

ALONG THE LINE OF THE CANADIAN PACIFIC RAILWAY.

Starting from Vancouver eastward, already described on page 5, the train stops at.

HASTINGS,

at the head of Burrard Inlet. A progressive settlement has been established at this place, much of the business arising from the saw mills in the vicinity. Ten miles east is

NEW WESTMINSTER JUNCTION,

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

MISSION JUNCTION,

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

HARRISON,

near which are the Harrison Hot Springs, where a large hotel is in operation with baths and other sanitary conveniences. Nine miles east of this is

AGASSIZ,

where 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 can obtain seeds and cuttings that have proved suitable to the country. Thirty-two miles further along the line going east is

YALE,

one of the principal towns of the Yale district (page 12), and twenty-six miles east of that is

NORTH BEND,

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

LYTTON,

at the junction of the Fraser and Thompson Rivers, once a busy mining town.

ASHCROFT,

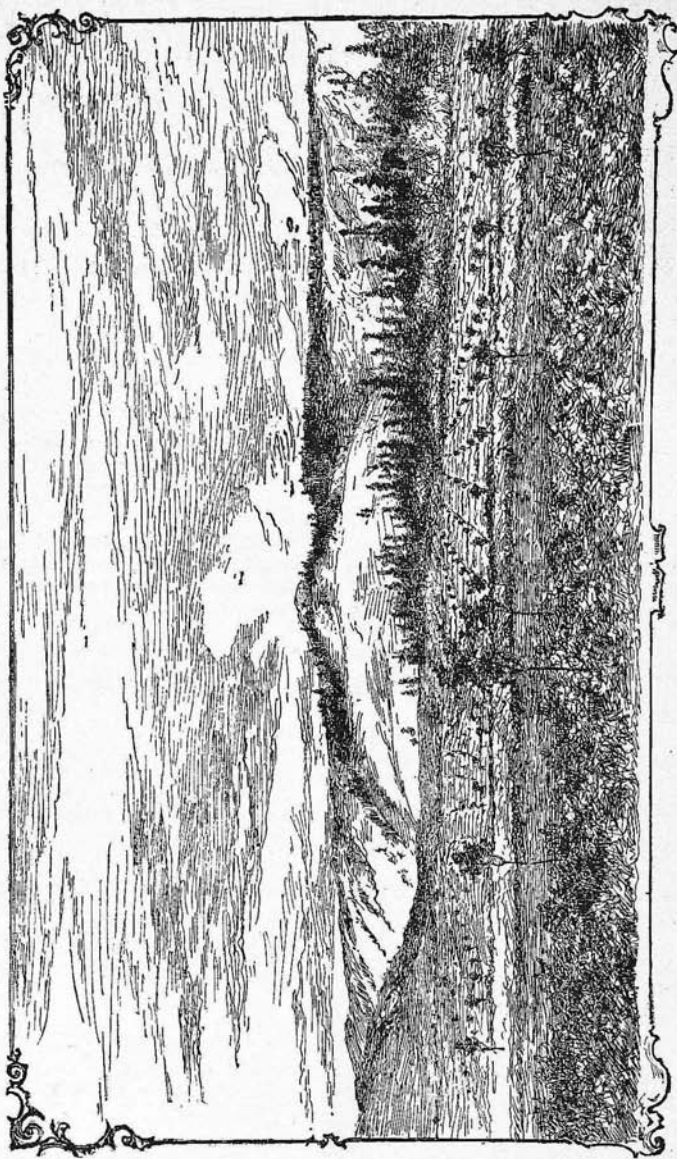
on the Thompson River, is forty-eight miles beyond Lytton. It is the starting place of the stage line for the northern districts (page 12,) and forty-seven miles east is

KAMLOOPS,

(page 12). The country in this section is good grazing land, cattle and sheep thrive to perfection on the bunch grass, and cereals are successfully grown by means of irrigation. There is little rainfall in this section.

SICAMOUS,

eighty-four miles east of Kamloops, on the great Shuswap Lakes, is the junction of the Shuswap and Okanagan Railway, operated by the Canadian Pacific Railway which runs to Enderby and Vernon, the latter at



YOUNG ORCHARD, NEAR VERNON, B.C.

the head of Okanagan Lake, from which the new C.P.R. steamer "Aberdeen" starts daily for Kalowna and Penticton.

REVELSTOKE,

forty-three miles east of Sicamous, is a railway divisional point, and a busy mountain town on the Columbia River. From here a branch railway runs to Arrow Lake Station at the head of Upper Arrow Lake, where steamer is taken to Nakusp, from which point New Denver, Robson, Nelson and other points in the mining regions 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 is soon reached; a remarkable gorge through which the Illicilliwaet runs, where the train stops for passengers to alight to better view the canon. Continuing eastward the line passes Ross Peak and ascends the "loops" to the foot of Mount Sir Donald at

GLACIER STATION.

Glacier House Station is opposite Mount Sir Donald and about a mile from the foot of the great glacier of the Selkirks. One of the Canadian Pacific Railway Company's chalet hotels, recently enlarged to meet increasing travel, is at this point (The Glacier House), and is much 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 east of Donald. From here a steamer makes weekly trips (starting on Monday) up the Columbia to the lakes at the head of the river, 100 miles distant. From the head of navigation roads and trails lead to the Findlay Creek mining district. 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 have a chalet hotel here, and there is a small town or village at which supplies for miners, travellers and sportsmen can be obtained. From Revelstoke to Field and beyond to the Gap, where the mountains end and the plains begin, the scenery is the finest on the continent, but the value of the district is in its rich mineral deposits, which are from time to time discovered, and the development of which is partially seen at several points along the line.

MINERALS OF BRITISH COLUMBIA.

It would be difficult to indicate any defined section of British Columbia in which gold has not been, or will not be, found. The first mines discovered were in the southern part of the province, the next in the Cariboo district, in the centre of British Columbia, and until recent discoveries in the Kootenay district the richest diggings in work were the Cassiar mines in the far north. Recently several new mines have been opened elsewhere.

Gold has been found on the eastern side of the Rocky Mountains, on Queen Charlotte Islands at the extreme west, and on every range of

mountains that intervene between these two extreme points. Hitherto the work has been practically placer mining, a mere scratching of the surface, yet nearly fifty millions of dollars have been scraped out of the rivers and creeks. Bars have been washed out and abandoned, without sufficient effort being made to discover the quartz vein from which the streams received their gold. Abandoned diggings have been visited after a lapse of years, and new discoveries have been made in the neighborhood.

Amongst the most recent discoveries is that of a ledge of cinnabar, found at Kamloops Lake, now known as the Rose Bush Mine. The true vein is reported as being fourteen inches thick, but there appears to be a large scattered quantity besides. Assays give a high percentage of mercury and the mine is pronounced to be a very valuable one.

The railway now pierces the auriferous ranges; men and material can be carried into the heart of the mountains, and with each succeeding season fresh gold deposits will be found, or the old ones traced to the quartz rock, and capital and adequate machinery be brought to bear upon them. There are hundreds of miles open to the poor prospector, and there are numerous openings for the capitalist. To the agricultural settler the existence of gold is of double significance. He is certain of a market for his produce, he is not debarred from mining a little on his own account, and he is never deprived of the hope that he will one day become the fortunate discoverer of a bonanza.

In giving evidence before a committee of the House of Commons a member of the Government Geological Survey said: "After having travelled over 1,000 miles through British Columbia, I can say with safety that there will yet be taken out of her mines wealth enough to build the Pacific Railway." This means many millions. Another gentleman in the same service said that, "it may soon take its place as second to no other country in North America."

In 1860 Antler Creek (on the Fraser) yielded at one time no less than \$10,000 per day. On one claim \$1,000 was obtained by a single day's work.

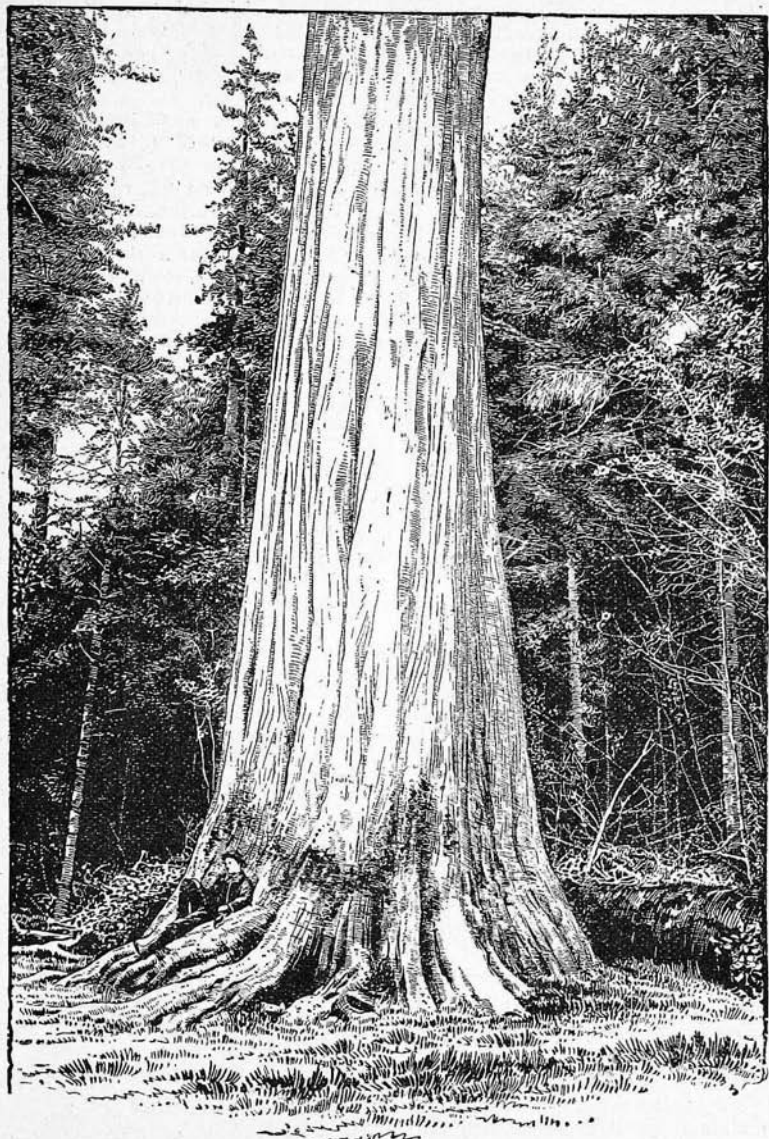
The total output of gold since its first discovery in British Columbia, even before new mineral districts were opened up by the Canadian Pacific Railway, was estimated at \$60,000,000. It is now far in excess of this. With present facilities for prospecting, much heavier returns are expected, for the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

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

Silver has been discovered in several places, and its further discovery will probably show that it follows the same rules as in Nevada and Colorado. The best known argentiferous locality is that about six miles from Hope, on the Fraser River. The lodes occur at an elevation of about 5,000 feet.

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 Inlets, the Queen Charlotte Islands and other points. Mercury, cinnabar and platinum have been found in small quantities during the process of washing gold.

Bituminous coal has been 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.



GIANT CEDAR.
STANLEY PARK, VANCOUVER, B.C.

Several seams of bituminous coal have been discovered on the mainland, and some veins have been worked in New Westminster and Nicola districts, and other indications of coal have been found in several parts. The same formation exists on the mainland as on the island, and the New Westminster and Nicola coal beds are probably small portions only of large areas.

A most phenomenal discovery of coal has been made in the Crow's Nest Pass of the Rocky Mountains. Here no fewer than twenty seams are seen to outcrop, with a total thickness of from 131 ft. to 148 ft.

Anthracite coal is now being extensively mined at "Anthracite," on the line of the Canadian Pacific Railway, and some comparing favorably with that of Pennsylvania, has been found in seams of six feet and three feet, in Queen Charlotte Island. Fragments of anthracite have been picked up on several parts of Vancouver Island, and this would seem to indicate that the seams found in Queen Charlotte Islands will be traced to Vancouver.

TIMBER.

In this respect there is no other province of Canada, no country in Europe and no State in North America, that compares with it.

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

The finest growth is on the coast, and in the Gold and Selkirk ranges. Millions on millions of feet of lumber, locked up for centuries past, have now become available for commerce. The Canadian Pacific Railway passes through a part of this, and crosses streams that will bring untold quantities to the mills and railway stations. The Government Department of Agriculture has published a catalogue and authoritative description of the trees of British Columbia, including:

Douglas Spruce (otherwise called "Douglas Fir," "Douglas Pine," and commercially, "Oregon Pine,"). A well-known tree. It is straight, though coarse-grained, exceedingly tough, rigid, and bears great transverse strain. For lumber of all sizes, and planks, it is in great demand. Few woods equal it for frames, bridges, ties, and strong work generally, and for shipbuilding. Its length, straightness and strength, specially fit it for masts and spars.

The White Pine, resembling the White Pine of the Eastern Provinces, making the most valuable lumber in their markets; the Black Pine, the Bull Pine, the Yellow Cypress (commonly called Yellow Cedar), the Western Larch (sometimes called Tamarac), Engelman's Spruce, Manzie's Spruce, the Great Silver Fir, Balsam Spruce, besides Oak, Elm, Maple, Aspen, and other deciduous trees. These several growths are found more or less throughout the Province, both on the mainland and the adjacent islands. The Douglas Spruce, the largest and most valuable, attains its greatest size in the neighbourhood of the coast, but is found elsewhere. Owing to the variety of climates in British Columbia, the several classes of trees named are to some extent localized.

LAND.

As indicated in the descriptions of the several districts forming the mainland portion of British Columbia, the land is of very different 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 Westmin-

ster 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 is found to ripen well. A great number of varieties have been tried at the experimental farm at Agassiz, and most, even of the more delicate fruits, have done well. 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 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 record entry at the Government Lands Office and pre-emption.

The following persons may pre-empt Crown lands:—Any person, being the head of a family, a widow, or a single man over 18 years of age, being a British subject, may record surveyed or unsurveyed Crown lands, which are unoccupied, or unreserved, and unrecorded (that is unreserved for Indians or others, or unrecorded in the name of any other applicant).

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

The quantity of land which may be recorded or pre-empted is not to exceed 320 acres northward and eastward of the Cascade or Coast Mountains, or 160 acres in the rest of the province.

No person can hold more than one pre-emption claim at a time. Prior record or pre-emption of one claim, and all rights under it, are forfeited by subsequent record or pre-emption of another claim.

Land recorded or pre-empted cannot be transferred or conveyed till after a Crown grant has been issued.

Such land, until the Crown grant is issued, is held by occupation. Such occupation must be a bona fide personal residence of the settler or homestead settler, or his family or agent. Indians or Chinese cannot be agents.

The settler must enter into occupation of the land within thirty days after recording, and must continue to occupy it.

Continuous absence for a longer period than two months consecutively of the settler or homestead settler, and his agent or family, is deemed cessation of occupation; but leave of absence may be granted not exceeding four months in any one year, inclusive of the two months absence.

Land is considered abandoned if unoccupied for more than four months in the aggregate in one year, or for more than two months consecutively.

If so abandoned the land becomes waste lands of the Crown, without any cancellation of the record.

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

The settler may either have the land surveyed at his own instance (subject to rectification of boundaries), or wait until the Chief Commissioner causes it to be surveyed.

After survey has been made, upon proof, in declaration in writing of himself and two other persons, of occupation from date of pre-emption, and of having made permanent improvements on the land to the value of two dollars and fifty cents per acre, the settler, on producing the pre-emption certificate, obtains a certificate of improvement.

After obtaining the certificate of improvement and paying for the land, the settler is entitled to a Crown grant in fee simple. He pays five dollars therefor.

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

The Crown grant excludes gold and silver ore; and reserves to the Crown a royalty of five cents per ton on every ton of merchantable coal raised or gotten from the land, not including dross or fine slack.

No Crown grant can be issued to an alien who may have recorded or pre-empted by virtue of his declaring his intention to become a British subject, unless he has become naturalized.

The heirs or devisees of the homestead settler are, if resident in the province, entitled to the Crown grant on his decease.

Landlords may divert, for agricultural or other purposes, the required quantity of unrecorded and unappropriated water from the natural channel of any stream, lake, etc., adjacent to or passing through their land, upon obtaining a written authority of the Commissioner.

HOMESTEAD ACT,

The farm and buildings, when registered, cannot be taken for debt incurred after the registration; it is free from seizure up to a value not greater than \$2,500 (£500 English); goods and chattels are also free up to \$500 (£100 English); cattle "farmed on shares" are also protected by an Exemption Act.

DOMINION GOVERNMENT LANDS.

All the lands in British Columbia within twenty miles of the Canadian Pacific Railway 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, iron and other valuable resources, is now administered by the Department of the Interior of Canada, according, practically, to the same laws and regulations as are the public lands in Manitoba and the North-West Territories, except that the homesteads must not only be resided upon and cultivated for not less than six months in each of the three years after entry, but they must also be paid for at the rate of one dollar per acre. Agencies for the disposal of these lands have been established at Kamloops, in the mountains, and New Westminster, on the coast. Very little agricultural land remains in New Westminster District which has not already passed into private hands, and homesteading in the railway belt in British Columbia is now confined to the interior country, the agency for which

is situated at Kamloops. Dominion lands in the province may be acquired by purchase at five dollars per acre, free from settlement conditions. This is the minimum price of such lands now remaining vacant in the New Westminster Land District.

EDUCATION.

Free schools are established throughout the Province. Whenever a minimum attendance of ten pupils can be secured, the Government supplies a certified 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 are consequently 149 schools throughout the Province, educating 10,773 children, being one-sixth of the entire white population. About one-sixth 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.

FISHERIES.

An important part of the future trade of British Columbia will arise from the wealth of fish in the waters of her coast. Of these, the most valuable at present is the salmon. They literally teem in the Fraser and Columbia Rivers, and frequently passengers on the Canadian Pacific Railway are astounded by the sight of the broad expanses of river, or deep pools packed almost solid with wriggling masses of splendid fish, their motions being distinctly visible from the platforms or car windows as the trains pass by. The greater number of canneries are on the Fraser River, but there are some in the far north.

The salmon make their way for great distances up the rivers. The salmon of the Columbia fill the streams of the Kootenay; those of the Fraser are found six hundred miles in the interior. There are several kinds of this fish, and they arrive from the sea on different dates.

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

There are scores of men in the fishing trade of England and Scotland who struggle year after year for an uncertain percentage, who, in British Columbia, would find competency in a few years' working, and hundreds who are no richer at the end of December than they were at the beginning of January who would experience a very different condition of life on the coast of British Columbia.

These coasts afford wide fields for occupation, and dispense reward with less niggard hand than in the older home where every loaf has many claimants. There is no rent to pay, no leave to ask to run a boat ashore—the land is his who occupies it. A man who is in the British seas toils year in and year out for others may own his own home, his piece of land and his boat by no man's favour.

The lakes and rivers of the interior are well stocked with trout, dore and other varieties of fish. The streams in the New Westminster district, and those of the Kootenay are favourite localities for fishermen either with rod or troll.

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 since 1884 that speaks volumes for the progress and enterprise of the people. Prominent exports are fish, coal, gold, timber, masts and spars, furs and skins, fish oil, wool, hops and spirits. A large portion of the salmon, canned and pickled, goes to Great Britain, the United States and Australia; the States and 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 the dog fish at the Queen Charlotte Islands, are consigned to the States annually, and also to the Hawaiian Islands. These industries, though already of considerable importance, are destined to become very large as well as very profitable enterprises in the near future. With the shipping facilities offered by the Canadian Pacific Railway and the new steamship lines to Japan, China, Australia and the Hawaiian and Fijian Islands, backed by her natural advantages of climate and geographical position, and immense resources in timber and minerals, British Columbia is gradually obtaining her proper share of the commerce of the world. There is no other country on the globe more richly endowed with varied resources of wealth, as fisheries, timber, minerals, pasture and arable lands, etc., and all are open to those who choose to avail themselves of these new and attractive fields for enterprise.

CLIMATE.

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

THE SOUTHERN ZONE.

The southern zone, taking that to be between the international boundary line 49°, and 51° north latitude, and east of the coast range beginning at Yale, comprising much but not all of that country in which irrigation is essential to the growth of cereals. This arises of course from the air losing moisture in crossing the range.

It is in this zone that so much bunch grass country exists which offers so many advantages for cattle and sheep raising. The mean annual temperature differs little from that of the coast region; a greater difference is observed, however, between the mean summer and winter temperature and a still greater contrast when the extremes of heat and cold are compared. The rainfall at a point on the Thompson River, 700 feet above the sea, was measured in the year 1875 and showed 7.99 inches together with melted snow making 11.84, while at Esquimalt it was 35.87. The winter is shorter and milder than the district further north and though snow falls, the wind-swept slopes are usually very thinly covered. Cattle as well as horses winter out, and

as the former, unlike the latter, will not scrape for their food, this circumstance serves in some degree as a guide to the nature of the climate.

The report of the Geological Survey of Canada, says of it: "The whole of British Columbia south of latitude 52° and east of the Cascades is really a grazing country up to an altitude of 3,500 and a farming country up to 2,500 feet, where water can be conveyed for irrigating purposes. The question of water in this district must be ever kept in sight." Some years ago General Moody, R. E., formerly Lieut.-Governor of the colony, in speaking of the interior and its advantages for settlement, said: "It will demand not a little faith by those living in the same parallels of latitude in Europe to believe that wheat will ripen anywhere at all, at altitudes from 2,500 to 3,500 feet, and other grain at even more. * * * Nevertheless such is the fact."

THE MIDDLE ZONE.

This comprises the region between 51° and 53° 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° the land falls toward the valley of the Fraser, the climate becomes milder than in the mountains, and bunch-grass grows in the valleys and on the benches. The climate, if less attractive than that of the two great divisions east and west of the coast range, is particularly healthy.

THE NORTHERN ZONE.

A consideration of this country hardly falls within the scope of this pamphlet. It is necessarily remote from the line of the Canadian Pacific Railway, and except for its gold mines and the fish in its waters, will not, by reason of its distance, attract immediate settlement.

It will be seen from the foregoing that British Columbia possesses a greater variety of climate than any country of its size, and that the lines of demarcation between one and the other are singularly abrupt and well defined.

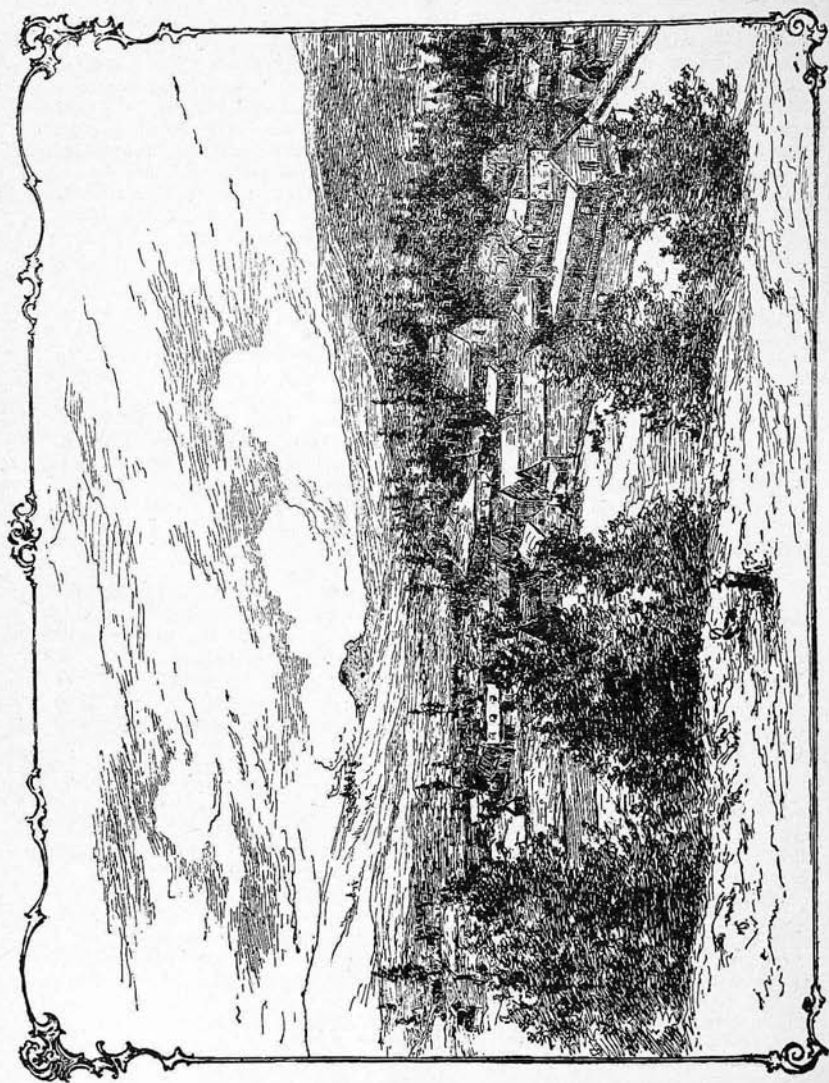
SPORT.

In addition to its many advantages already referred to, British Columbia offers great attractions to the lover of rod and gun. Of game, large and small, there is a great variety. On the mainland, are grizzly, black and brown bears, panthers, lynx, elk, caribou, deer, mountain sheep and goat, heads and skins of which are the finest trophies of a sportsman's rifle. Water fowl, geese, duck, etc., are very abundant on the larger lakes, and these and several varieties of grouse are the principal feathered game, and can always be found in the season.

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

VANCOUVER ISLAND.

Vancouver Island is the largest on the west coast of America, being about three hundred miles long, and with an average breadth of about fifty miles, and contains an estimated area of from 12,000 to 20,000 square miles. The coast line, more particularly on the west side, is broken by numerous inlets of the sea, some of which run up to climate, if less attractive than that of the two great divisions east and west of the coast range, is particularly healthy.



VERNON, OKANAGAN DISTRICT, BRITISH COLUMBIA.

the interior of the island for many miles between precipitous cliffs, backed by high and rugged mountains, which are clothed in fir, hemlock and cedar. At some points are sheltered bays which receive small streams, watering an open gladed country, having a growth of wild flowers and grasses—the white clover, sweet grass, cowslip, wild timothy and a profusion of berries. The two ends of Vancouver Island are, comparatively speaking, flat, but there are mountains in the interior ranging from 6,000 to 8,000 feet on the highest ridges. The interior of the island, still unsettled at any distance from the sea coast, is largely interspersed with lakes and small streams. The surface is beautifully diversified by mountains, hills and open prairies, and on the east coast the soil is so good that great encouragement is offered to agricultural settlement.

In other parts the soil is light and of little depth, but it is heavily wooded. In the inland lakes, and in the indentations of the coast, there is a plentiful supply of fish and a fair variety of game on shore.

The principal harbor is that at Esquimalt, which has long been the rendezvous of the British squadron in the North Pacific. It is situated at the south end of the island, on the eastern side, and can be approached in foggy weather by means of soundings, which are marked on the admiralty charts, for a considerable distance seaward, an advantage possessed by very few anchorages, and with the exception of Burrard Inlet, at the terminus of the Canadian Pacific Railway, by no other large harbor on that coast. The scenery of Vancouver Island is exceedingly varied and picturesque,

VICTORIA (pop, 23,000) is the capital of British Columbia and the chief city of Vancouver Island. It was formerly a stockaded post of the Hudson's Bay Company and was then called Fort Victoria. It is delightfully situated on a small arm of the sea, commanding a superb view of the Straits of Georgia, the mountains of the mainland, and snow-capped Mount Baker in the distance. The city's age may date from 1858, when the discovery of gold on the mainland brought a rush of miners from the south. It is now a wealthy, well-built and very English city, with business and shipping interests of great importance. Victoria is pre-eminently a place to delight tourists, and has ample accommodation for a large floating population, having several comfortable hotels, one or two of which are noted for the excellence of their tables. Various public buildings are also worthy of more than passing notice. Most of the manufacturing interests of the province are centred at Victoria. It has 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. The public schools are supported by the Government, and controlled by a school board elected by popular suffrage. Besides these there are the ladies' college, under the auspices of the Anglican Church, and an academic institution, as well as a primary school, maintained by the Roman Catholic denomination. There are Protestant and Roman Catholic orphanages. The city has a public library of about 10,000 volumes, and several of the fraternal and benevolent societies also have libraries of considerable size.

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

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

ESQUIMALT.—There is a small town at the northern corner of the harbor of Esquimalt. The nucleus of it are some British Government buildings, consisting of a naval hospital, an arsenal and other dock-yard buildings. In the immediate vicinity of these the town has arisen, there are two churches, a public school, two hotels or inns, and a number of residences and business buildings. In the territorial division of Esquimalt there are several farming settlements and one or two manufactories, including a boot and shoe manufactory and a saw-mill. Esquimalt is only three and a half miles from Victoria by land, and is connected with it by an excellent macadamized road and an electric car service.

NANAIMO.—Situated on rising ground and overlooking a fine harbour on the east coast of Vancouver Island, is the thriving city of Nanaimo with a population of about 5,000, and ranking next to Victoria in importance, 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 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, water works, telephone, and such industries as a tannery, boot and shoe manufactory, saw-mill, shipyard, etc., and weekly and semi-weekly newspapers. Much of the land is excellent for agricultural purposes. There is a 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 corner, and at no great distances from the three principal places already spoken of. Such is Cowichan, a settlement on the east coast, about midway between Victoria and Nanaimo, where the quality of the soil permits farming to be carried on to some advantage. Saanich, another farming settlement at the extreme south-east; Maple Bay, Chemainus, Somenos, all in the neighborhood of Cowichan; Comox, some sixty miles north of Nanaimo, in the vicinity of which are some of the principal logging camps; Sooke, a short distance south-west of Esquimalt, are being gradually developed.

THE SOIL OF VANCOUVER ISLAND.

The soil of Vancouver Island varies considerably. In some parts are deposits of clay, sand and gravel, sometimes partially mixed, and frequently with a thick topsoil of vegetable mould of varying depth. At other places towards the north of the island on the eastern shore are

some rich loams, immediately available for cultivation. The mixed soil with proper treatment bears heavy crops of wheat; the sand and gravelly loams do well for oats, rye, barley, buckwheat, roots, etc., and where the soil is a deep loamy one, fruit grows well. The following average of the yield of a properly cultivated farm in the Comox district is given by a member of the Canadian Geological Survey. This is from the best land in Comox, but there are other parts of the island not much inferior.

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

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

TIMBER.

The timber of Vancouver Island is one of its richest products. Throughout the celebrated "Douglas Fir" is found, and a variety of coniferous trees grow on all parts of the island. It is impossible to travel without marvelling at the forest growth. This exuberance is not confined to the mammoth fir trees, or the enormous cedars; trees of many of the deciduous varieties abound, so that either for lumber and square timber, or for the settlers' immediate requirements for the use of cities, and as arboreal adornments to the homes, the forests of Vancouver Island have a value that every year will become more apparent.

CLIMATE OF VANCOUVER ISLAND.

Concerning Vancouver Island, it only remains to say in the important matter of climate its inhabitants believe, and with some reason, that they enjoy peculiar advantages. They have a mild and even winter, with rain (the annual rainfall is estimated at 45 inches) and occasionally snow; early spring; a dry, warm summer, and a clear, bright and enjoyable autumn. Sometimes the frost is sufficiently hard to permit of skating, but this is exceptional. As a rule flowers bloom in the gardens of Victoria throughout the year. It is spoken of as England without its east winds; in reality, it is Torquay in the Pacific. Fruits of all kinds indigenous to the temperate climates ripen in the open air, and amongst them, some that are in England brought to perfection only under glass. Thunder storms seldom break over Vancouver Island. It is this climate, combined with the situation of Victoria, that makes that city such a pleasant abiding place.

HOW TO REACH BRITISH COLUMBIA.

FROM EUROPE.—The transatlantic steamers from Europe, from about 20th November to 1st May, land their passengers at Halifax, Nova Scotia, the Canadian winter port. From Halifax passengers are carried to Montreal in the Canadian Pacific's cars. During the summer and autumn months (about 1st May to 20th 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 by Prescott, on the St. Lawrence River, or via Montreal.

The Atlantic passage usually takes from eight to ten days, and the railway trip across the continent five days. A passenger can 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, Quebec or New York. Efforts may be made to induce passengers to purchase tickets by round-about routes, which oftentimes necessitates expensive stoppages and transfers on the way. A passenger should insist on having a ticket by the Canadian Pacific Railway, which is the only direct and continuous route.

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

Intending passengers can obtain tickets through to all points in British Columbia, together with the fullest information relative to the most desirable places of location for farming, cattle growing, mining and trading, by applying to agents of the Canadian Pacific Railway in London, Liverpool, Manchester and Glasgow.

HOW TO SEND MONEY TO BRITISH COLUMBIA.

The colonist is recommended not to take English coin to British Columbia. In Great Britain he should pay that portion of his money not wanted on the passage to the Post Office, and get a money order for it payable in Vancouver or Victoria; or he may pay his money either to any bank in London having an agency in British Columbia, such as Bank of Montreal, Bank of British Columbia, Bank of British North America, etc. This will avoid risk from loss on the way.

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 immigration, 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, expense of conveyances, etc.

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

PRICE OF BOARD AND LODGING.

Very erroneous ideas prevail in some quarters as to the actual expense of living in the province. In old days, during the mining boom and prior to the opening of the Canadian Pacific Railway, rates were undeniably high. But at present the increased shipping facilities and livelier competition have lowered prices all round, and necessities of life cost much less than in the adjacent United States territory, and can be purchased at a very reasonable advance upon ruling prices in Ontario and the provinces of Eastern Canada. Good board and lodging at hotels costs from about \$5 to \$6.50 per week, or 20s. to 26s. Sterling currency. Board and lodging per day, \$1 or 4s. Sterling; single meal, 25c., 1s. Sterling; beds, 10c. and 25c., 2s. and 1s. Sterling.



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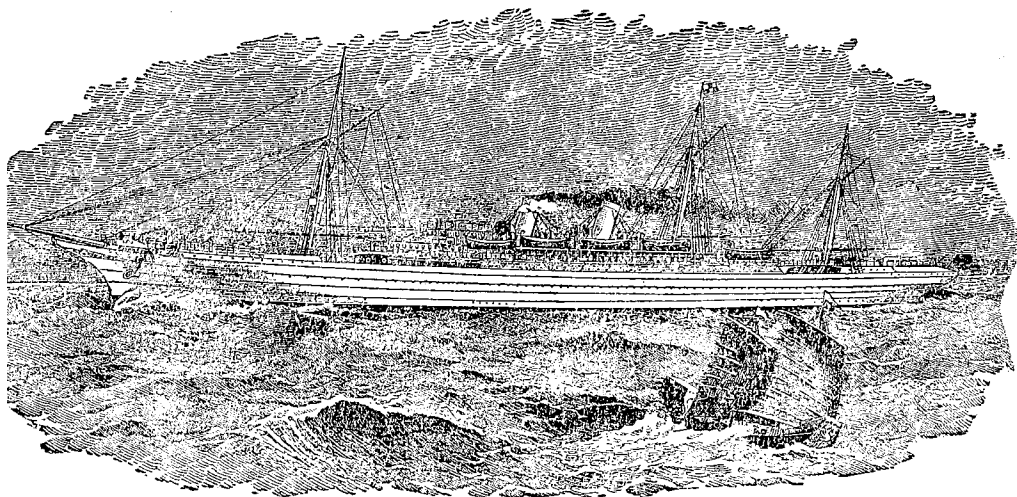
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Passengers booked from **LONDON** or **LIVERPOOL**, **NEW YORK**, **BOSTON**, **MONTREAL**, **TORONTO**, or any of the principal cities of **CANADA** and the **UNITED STATES**.

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

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Will find the New Route through Canada from the Atlantic to the Pacific unapproached for magnificence and variety of scenery by any other line of travel. The rugged wilderness of the North Shore of Lake Superior, the picturesque Lake of the Woods region, the Billowy Prairies of the Canadian North-West, the stately grandeur of the Rockies, the marvels of the Selkirks and Gold Range, the wondrous beauty of the Pacific Coast, are traversed by **The Great Dustless Route**. Being entirely controlled and managed by one Company, the **Canadian Pacific Railway** offers special advantages to transcontinental travellers that cannot be granted by any other line. It is the Best, the Safest, and Fastest Route from Ocean to Ocean. The Company have spared no expense in providing for the wants and comfort of their patrons, as their line of Dining Cars and Mountain Hotels will at all times testify, being supplied with all that the most fastidious can desire.

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Are provided with Sofa Sections and Bathing Accommodation, and offer all the comfort and convenience of First-class Hotels. They are specially constructed to admit of the Scenery being viewed in all directions.

Through Tickets from HALIFAX, QUEBEC, MONTREAL, OTTAWA, PRESCOTT, BROCKVILLE, TORONTO, HAMILTON, LONDON and all points in Canada ; also from NEW YORK, BOSTON, CHICAGO, ST. PAUL, MINNEAPOLIS and all the principal points in the United States, to VANCOUVER, VICTORIA, and other points in British Columbia, and to PORTLAND, Ore., PUGET SOUND PORTS, NEW WHATCOM, SEATTLE, TACOMA, SAN FRANCISCO, etc.

Insist on getting your tickets via the Canadian Pacific Railway.

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