

CANADIAN PACIFIC RAILWAY
COMPANY
BRITISH COLUMBIA
CANADA'S PACIFIC PROVINCE
ITS ADVANTAGES, RESOURCES
AND CLIMATE

1907

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BRITISH COLUMBIA

FARMING.
LUMBERING, MINING,
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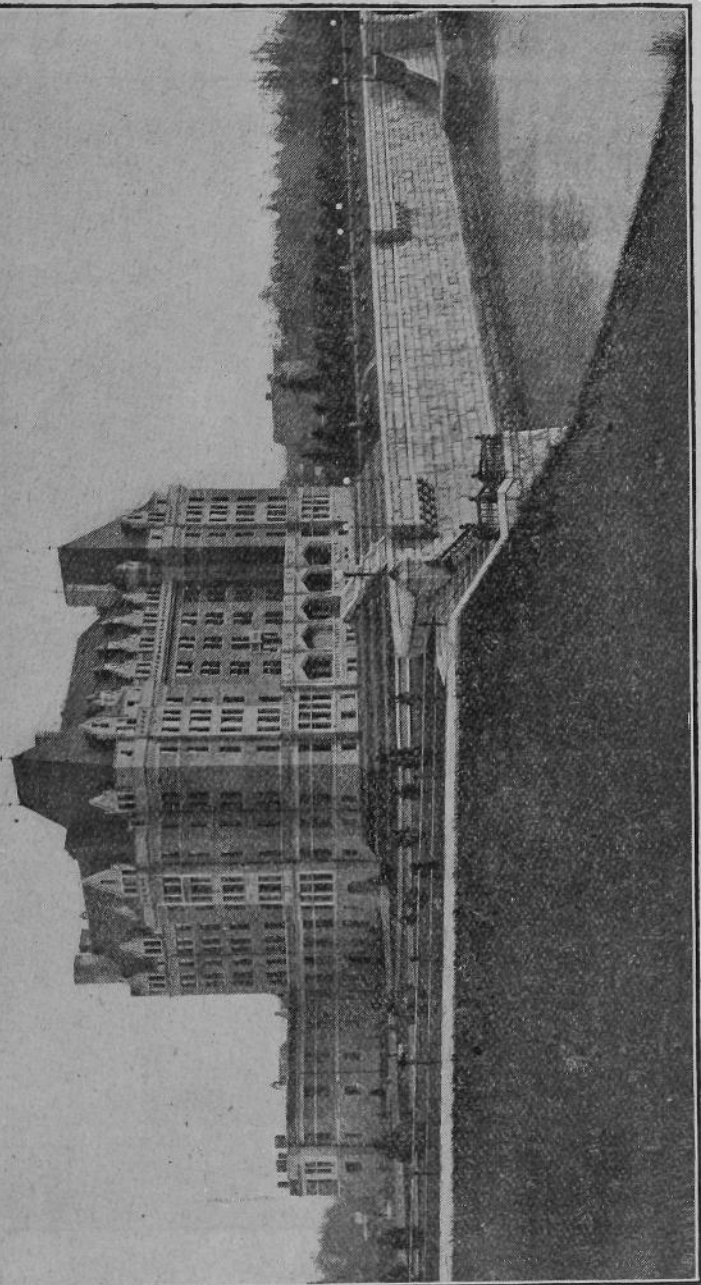
GOLD MEDAL EXHIBIT OF
BRITISH COLUMBIA FRUIT
AT LONDON, ENGLAND.

CANADA'S PACIFIC PROVINCE.

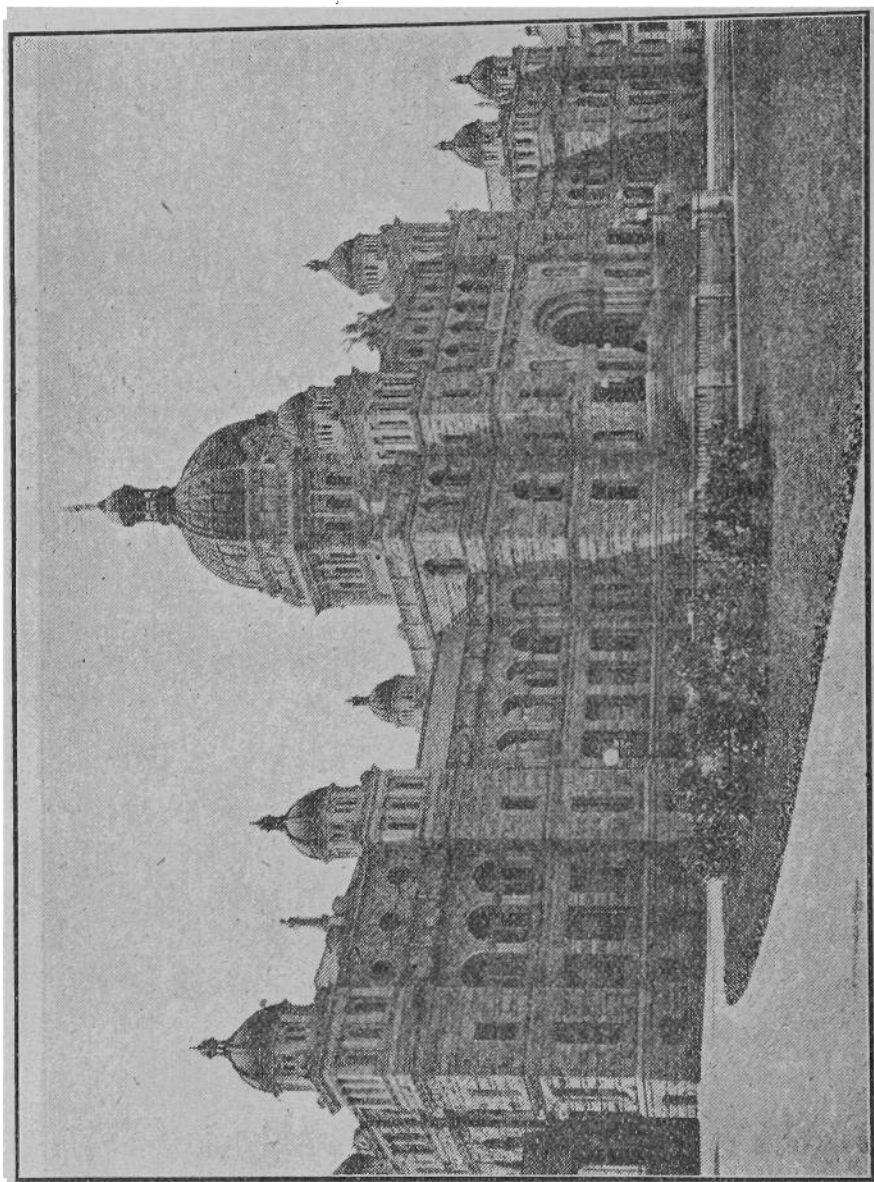


CANADIAN PACIFIC RAILWAY
The Minneapolis, St. Paul & Sault Ste. Marie Railway,
The Duluth, South Shore & Atlantic Railway,
The Duluth, and Connections.

EASTERN LINES AND CONNECTIONS OF THE
CANADIAN PACIFIC RAILWAY.
The Minneapolis, St. Paul & Sault Ste. Marie Railway,
and the Duluth, South Shore & Atlantic Railway.



THE EMPRESS HOTEL, VICTORIA, B.C., CANADIAN PACIFIC RY. HOTEL SYSTEM—TO BE OPENED FOR SEASON 1907.



BRITISH COLUMBIA

CANADA'S PACIFIC PROVINCE

ITS

ADVANTAGES,

RESOURCES

AND CLIMATE

ISSUED BY THE CANADIAN PACIFIC RAILWAY COMPANY

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BRITISH COLUMBIA

BRITISH COLUMBIA, Canada's Maritime Province on the Pacific Ocean, is the largest in the Dominion, its area being variously estimated at from 372,630 to 395,610 square miles. It is a great irregular quadrangle, about 700 miles from north to south, with an average width of about 400 miles, lying between latitudes 40° and 60° north. It is bounded on the south by the Strait of Juan de Fuca and the States of Washington, Idaho and Montana, on the west by the Pacific Ocean and Southern Alaska, on the north by Yukon and Mackenzie Territories, and on the east by Athabasca and the Province of Alberta. From the 49th degree north to the 54th degree the eastern boundary follows the axis of the Rocky Mountains and, thence north, the 120th meridian.

The Province is traversed from South to North by four principal ranges of mountains — the Rocky and the Selkirk on the east, and the Coast and Island ranges on the west. The Rocky Mountain Range preserves its continuity, but the Selkirks are broken up into the Purcell, the Selkirk, the Gold and the Cariboo mountains. Between these ranges and the Rockies lies a valley of remarkable length and regularity, extending from the international boundary line, along the western base of the Rockies northerly 700 miles. West of these ranges extends a vast plateau or table land with an average elevation of 3,700 feet above sea level, but so worn away and eroded by water courses that in many parts it presents the appearance of a succession of mountains. In others it spreads out into the wide plains and rolling ground, dotted with low hills, which constitute fine areas of farming and pasture lands. This interior plateau is bounded on the west by the Cascade or Coast Range, and on the north by a cross range which gradually merges into the Arctic slope. It is of this great interior plateau that Professor Macoun says: "The whole of British Columbia, south of 52° and east of the Coast Range, is a grazing country up to 3,500 feet and a farming country up to 2,500 feet, where irrigation is possible."

RIVERS AND LAKES.

One of the noticeable physical features of British Columbia is its position as the watershed of the North Pacific slope. All the great rivers flowing into the Pacific Ocean, with the exception of the Colorado, find their sources within its boundaries. The more important of these are: the Columbia, (the principal waterway of the State of Washington) which flows through the Province for over 600 miles; the Fraser, 750 miles long; the Skeena, 300 miles; the Thompson, the Kootenay, the Naas, the Stikine, the Liard, and

the Peace. These streams with their numerous tributaries and branches drain an area equal to about one-tenth of the North American continent. The lake system of British Columbia is extensive and important, furnishing convenient transportation facilities in the interior. Some of the principal lakes are: Atlin, area 211,600 acres; Babine, 196,000 acres; Chilco, 109,700 acres; Kootenay, 141,120 acres; Upper Arrow 64,500 acres, Lower Arrow 40,960 acres; Okanagan, 86,240 acres; Shuswap, 79,150 acres; Harrison, 78,400 acres.

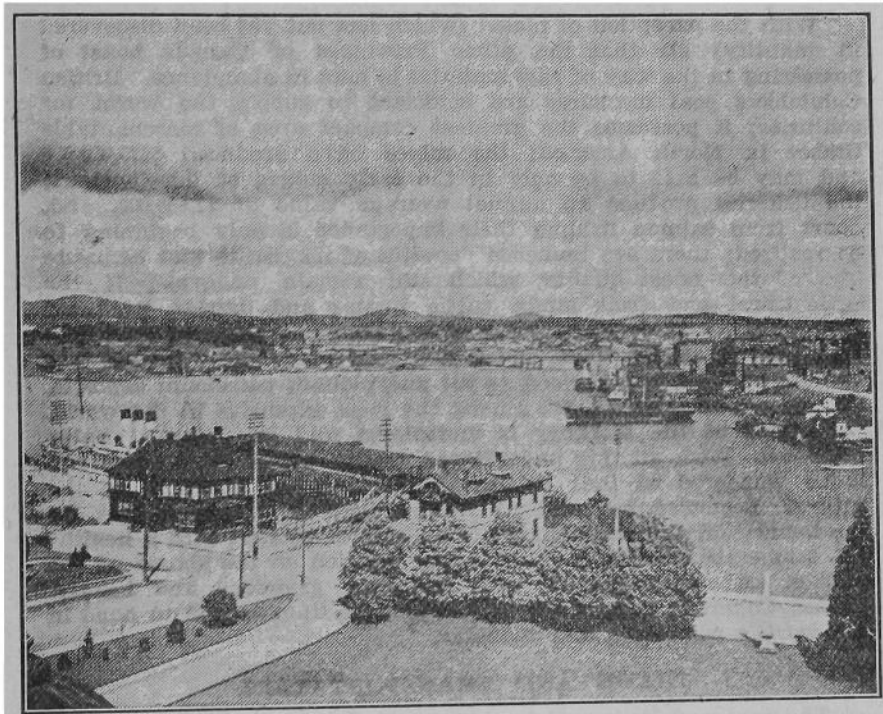
Many of the smaller streams are not navigable but these furnish drive-ways to the lumbermen and supply power for saw-mills and electric plants and water for irrigation. Water power is practically unlimited and so widely distributed that no portion of the province need be without cheap motive power for driving all necessary machinery.

CLIMATE.

Varied climatic conditions prevail in British Columbia. The Japanese current and the moisture-laden winds from the Pacific exercise a moderating influence upon the climate of the coast and provide a copious rainfall. The westerly winds are arrested in their passage east by the Coast Range, thus creating what is known as the "dry belt" east of those mountains, but the higher currents of air carry the moisture to the loftier peaks of the Selkirks, causing the heavy snowfall which distinguishes that range from its eastern neighbor, the Rockies. Thus a series of alternate moist and dry belts are formed. The climate of British Columbia as a whole, presents all the conditions which are met with in European countries lying within the temperate zone, the cradle of the greatest nations of the world, and is, therefore, a climate well adapted to the development of the human race under the most favourable conditions. As a consequence of the purity of its air, its freedom from malaria, and the almost total absence of extremes of heat and cold, British Columbia may be regarded as a vast sanitarium. People coming here from the east invariably improve in health. Insomnia and nervous affections find alleviation, the old and infirm are granted a renewed lease of life, and children thrive as in few other parts of the world.

The climate of Vancouver Island, and the coast generally, corresponds very closely with that of England; the summers are warm with much bright sunshine, and severe frost scarcely ever occurs in winter. On the mainland similar conditions prevail till the higher levels are reached, when the winters are cooler. At Agassiz, on the Lower Fraser, the average mean temperature is in January, 33 degrees and of July 64 degrees; the lowest temperature on record at this point is -13 degrees, and the highest 97 degrees. There are no summer frosts, and the annual rainfall is 67 inches, 95 per cent of which falls during the autumn and winter.

To the eastward of the Coast Range, in Yale and West Kootenay the climate is quite different. The summers are warmer, the winters colder and the rainfalls are rather light—bright, dry weather being the rule. The cold of winter is, however scarcely ever severe, and the hottest days of summer are made pleasant by the fact that



HARBOR—VICTORIA, B.C.

the air is dry and the nights are cool. Further north, in the undeveloped parts of the Province, the winters are more severe.

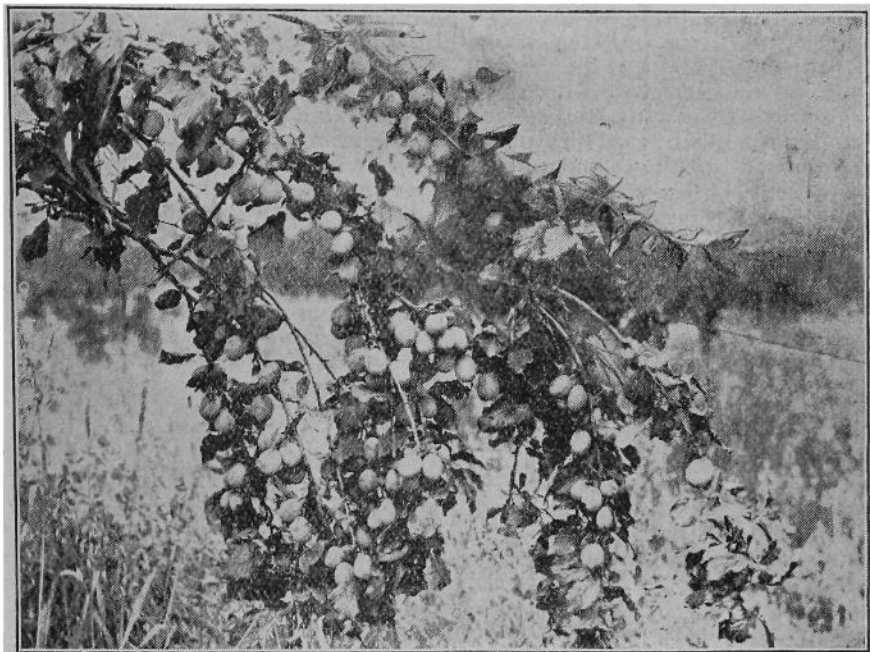
The great diversity of climate and the unique climatic conditions existing in the mountains, valleys, and along the coast, to which, if is added the scenic beauty of the landscape, give to life in British Columbia an indescribable charm. There is scarcely a farm house in all the valley regions that does not look out upon great ranges of majestic mountains, more or less distant. The floral beauty of the uncultivated lands and the wonderfully variegated landscape are a source of constant delight. Each one of the numerous valleys appeals to the observer with some special charm of scenic beauty, and presents distinct qualities of soil and climate, bounded by mountains stored with precious and economic minerals, watered by lakes and streams of crystalline purity, and clothed with a wealth of vegetation which demonstrates the universal fertility. These impress one with the great extent of the province and its inexhaustible resources. And this great natural wealth is so evenly and prodigally distributed that there is no room for envy or rivalry between one district and another, each is equally endowed, and its people firmly convinced that their's is the "bonanza" belt, unequalled by anything on top of the earth.

RESOURCES.

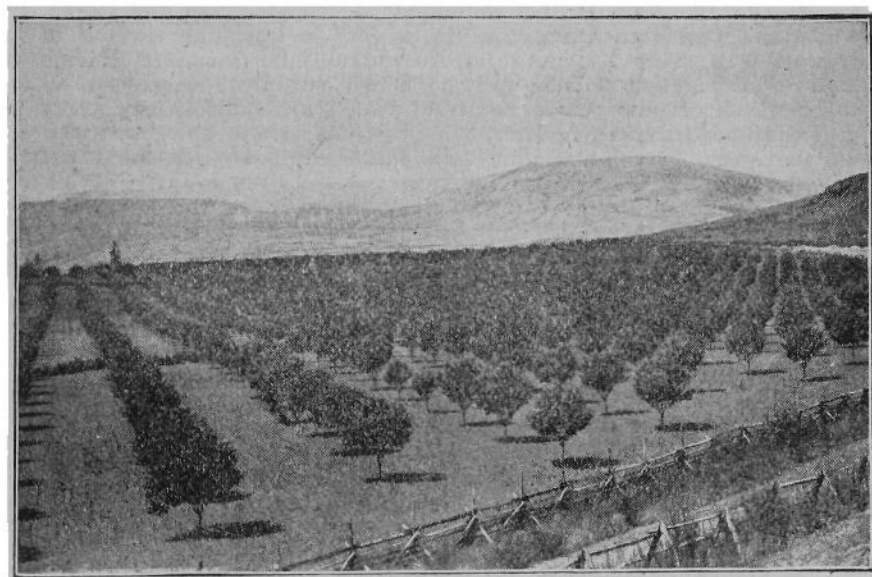
With the exception of nickel (which has not yet been discovered in quantity) all that the other Provinces of Canada boast of possessing in the way of raw material is hers in abundance. British Columbia's coal measures are sufficient to supply the world for centuries; it possesses the greatest compact area of merchantable timber in North America; the mines have produced \$275,000,000 and may be said to be only in the early stages of development; the fisheries produce an annual average value of \$7,500,000, and, apart from salmon fishing, their importance is only beginning to be realized; there are immense deposits of magnetite and hematite iron of the finest quality which still remain undeveloped; the agricultural and fruit lands, cattle ranges and dairies, produced approximately \$7,000,000 in 1906, and less than one-tenth of the available land is settled upon, much less cultivated; the Province has millions of acres of pulpwood as yet unexploited; petroleum deposits, but recently discovered, are among the most extensive in the world, and much of the territory is unexplored and its potential value unknown. With all this undeveloped wealth within its borders can it be wondered at that British Columbians are sanguine of the future? Bestowed by prodigal Nature with all the essentials for the foundation and maintenance of an empire, blessed with a healthful, temperate climate, a commanding position on the shores of the Pacific, and encompassed with inspiring grandeur and beauty. British Columbia is destined to occupy a position second to none in the world's commerce and industry.

TRADE AND TRANSPORTATION.

The trade of British Columbia is the largest in the world per head of population. What may it become in the future when the resources of the Province are generally realised and actively developed? In 1904 the imports amounted to \$12,079,088, and the exports totaled \$16,536,328. In 1906 the imports were \$15,718,579 and the exports \$22,817,578, or a total increase in the trade of the Province of ten million dollars in two years. The leading articles of export are fish, coal, gold, silver, copper, lead, timber, masts, spars, furs and skins, fish oil, hops and fruit. A large portion of the salmon, canned and pickled goes to Great Britain, Eastern Canada, the United States, Hawaiian Islands, Australia and Japan; the United States consumes a large share of the exported coal, and immense quantities of lumber are shipped to Great Britain, South Africa, China, Japan, India, South America and Australia. The valuable furs—seal, sea-otter, and other peltries,—are sent to Great Britain and the United States. China also buys a considerable amount of lumber, timber and furs. Valuable shipments of fish oil, principally obtained from dog fish, are consigned to the United States and Hawaii. A large interprovincial trade with Alberta, Saskatchewan, Manitoba and the Eastern Provinces is rapidly developing, the fruit grown in British Columbia being largely shipped to the Prairie Provinces, where it finds a good market. With the shipping facilities offered by the Canadian Pacific Railway and its magnificent fleets of steamships running to Japan, China, New Zealand, Australia and Hawaii, backed by her natural



BRANCH OF PLUM TREE, AGASSIZ, B.C.



APPLE ORCHARD, VERNON, B.C.

advantages of climate and geographical position, British Columbia's already large trade is rapidly increasing. The tonnage of vessels employed in the coasting trade is 8,488,778 tons, and of sea-going vessels carrying cargoes to and from the ports of the province, 4,405,052 tons. The Canadian Pacific is the principal railway in the province. It has two main lines, The Canadian Pacific Railway and the Crow's Nest Pass Railway, and several branches and steamboat connections on the inland lakes, besides its large fleet of ocean going and coasting steamers. The railway mileage of the province is about 1600 miles, being one mile of track to each 250 square miles of area.

The prevailing prosperity of British Columbia is due in no small measure to the progressive policy of the C. P. R. Co which has in so many instances anticipated local requirements by extending branch lines to isolated mining camps and timber districts where development was being retarded for lack of transportation facilities. These branches are being steadily extended into new territory, the most notable being the Nicola, Kamloops and Similkameen Railway from Spence's Bridge south-eastward. This important line is now operated as far as Nicola, giving access to new coal mines, recently opened, and to an extensive territory rich in coal, copper, gold and silver, as well as agricultural, grazing and timber lands.

Besides operating passenger and freight steamers on the Kootenay, Arrow and Okanagan lakes the Canadian Pacific Railway maintains a large fleet of ocean going and coasting craft, many of the ships being models of their class. The coast fleet, including fifteen vessels, plys between coast points from Victoria, Vancouver, Seattle, Nanaimo, Ladysmith, Crofton and Comox to Northern British Columbia and Alaskan ports. The Royal Mail Empress liners, world-famed for their speed, comfort and safety, make regular voyages to and from British Columbia ports and Japan and China, while the Canadian-Australian liners give a splendid service to Hawaii, Fiji, New Zealand and Australia. The Canadian Pacific Railway Company's Pacific fleet is being constantly increased by the addition of new vessels, some of which are built locally while others are constructed in British ship-yards—several ships are now on the stocks, freighters and fast passenger boats, to meet the growing requirements of the service.

The Canadian Pacific Railway Company operates the Esquimalt and Nanaimo Railway, on Vancouver Island, running from Victoria to Wellington, a distance of 78 miles. The company also administers the Eastern and Northern land grant, some 1,500,000 acres, the settlement of which will require the extension of the Eastern and Northern main line and the building of branches in the near future.

DISTRICTS OF BRITISH COLUMBIA.

British Columbia is divided into the following districts:—

Kootenay (East and West)	15,000,000 acres
Yale	15,500,000 "
Lillooet	10,000,000 "
Westminster	4,900,000 "
Cariboo	96,000,000 "
Cassiar	100,000,000 "
Comox (Mainland)	4,000,000 "
Vancouver Island	10,000,000 "



SAILING FLEET IN VICTORIA, B.C. HARBOR.

Each of these great districts would require a separate and detailed description, in order to set forth its particular advantages of soil, climate, mineral and timber resources, and diversity of scenery, but space forbids more than brief mention.

THE KOOTENAYS.

Kootenay District (or, "The Kootenays") forms the south eastern portion of British Columbia, west of the summit of the Rocky Mountains, and is drained by the Columbia and Kootenay Rivers. East Kootenay contains a large extent of agricultural land, much of which requires irrigation, but suited to fruit growing and all kinds of grain and vegetables. Most of the land is well timbered and the lumbering is, next to mining, the principal industry. There are considerable areas of fertile land in West Kootenay and a good deal of it is being utilized for fruit growing. The fame of the Kootenay mines is world wide, the mountains being rich in gold, silver, copper and lead, and the eastern valleys underlaid with coal and petroleum. British Columbia mining has reached its highest development in Kootenay, and, as a consequence, many prosperous cities and towns have been established. The development of the Crow's Nest coal fields and the revival in metalliferous mining has caused a rapid increase in population especially in East Kootenay, where it is estimated to have more than doubled since 1901.

YALE.

Lying west of the Kootenays is the splendid Yale District, rich in minerals and timber and possessing the largest area of agricultural land in the province. It includes the rich valleys of the Okanagan, Nicola, Similkameen, Kettle River, and North and South Thompson and the Boundary, and has been appropriately named "the Garden of British Columbia." The main line of the Canadian Pacific passes nearly through the centre of Yale, from east to west, while the Okanagan branch and lake steamers give access to the southern portions. New branch lines are projected and some are in course of construction, which will serve to open up a very large mining and agricultural area. Cattle raising on a large scale has been one of the chief industries, but many of the ranges are now divided into small parcels which are being eagerly bought by fruit growers and small farmers. The district is very rich in minerals and coal, but development has been delayed by lack of transportation facilities—a drawback which will soon be removed.

LILLOOET.

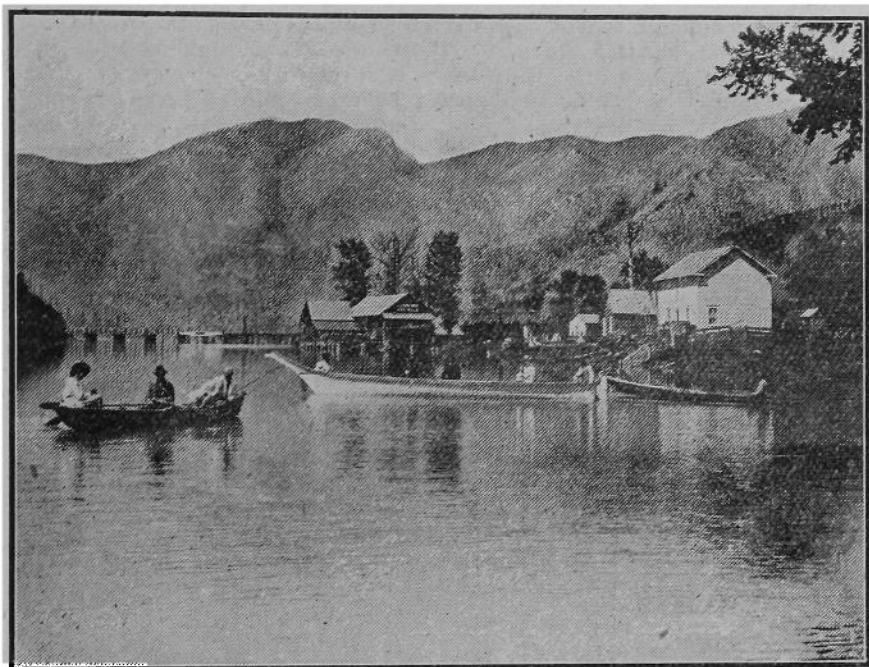
In natural features Lillooet resembles Yale. It is largely a pastoral country, well adapted to dairying, cattle raising and fruit growing. Placer and hydraulic mining is carried on successfully and quartz mining is making fair progress, but railway communication is needed to insure success.

WESTMINSTER.

One of the richest agricultural districts of the province is New Westminster, which includes all the fertile valley of the Lower Fraser. The climate is mild, with much rain in winter. The timber is very heavy and underbrush thick. Westminster is the centre of the great lumbering and salmon canning industries. Its agricultural advantages are unexcelled in the province, heavy crops of hay, grain and roots being the rule, and fruit growing to perfection and in profusion. A great deal of the land in the Fraser Valley has been reclaimed by dyking.

CARIBOO AND CASSIAR.

The great northern districts of Cariboo and Cassiar are practically unexplored and undeveloped, although in the early days, parts of them were invaded by a great army of placer miners, who recovered about \$50,000,000 in gold from the creeks and benches. Hydraulic mining on a large scale is being carried on by several wealthy companies at different points in the district with fair success, and individual miners and dredging companies are doing well in Atlin. Recently large deposits of gold and silver quartz were found in Windy Arm, east of Atlin and give promise of rich returns. Large coal measures have been located on the Telqua River and at other points and copper ore is found in many localities. The country is lightly timbered and promises in time to become an important cattle-raising and agricultural district as there are many fertile valleys, which, even now despite the absence of railways, are attracting settlers. In the southern part of Cariboo, along the



HARRISON RIVER, B.C.

main wagon road, are several flourishing ranches, which produce grain, cattle, vegetables, finding a ready market in the mining camps.

COMOX.

The northern portion of Vancouver Island and a portion of the opposite mainland is known as Comox District. It is very rich in minerals and timber, and there is considerable fertile land. The deeply indented coast line and the adjacent islands afford fine opportunities for the fishing industry, which is now being developed on a considerable scale.

VANCOUVER ISLAND.

Not the least important portion of British Columbia is Vancouver Island, which, from its great wealth of natural resources and its commanding position on the Pacific Coast, should become one of the richest and most prosperous districts of the province. Coal mining and lumbering are the chief industries, and fishing, quartz mining, copper smelting, shipbuilding, whaling, and other branches are being rapidly developed. Immense deposits of magnetite and hematite ores occur at several points along the west coast and in the interior of the Island, which, with great abundance of coal in close proximity, should insure the establishment of iron and steel works at no distant day. The Esquimalt and Nanaimo Railway, running

from Victoria to Wellington, serves a section of country which it would be difficult to surpass anywhere in the world for beauty of scenery and natural wealth. There are prosperous agricultural communities along the railway and in the Comox District, and several mines are being developed. There is quite a large area of agricultural land but it is heavily timbered and costly to clear by individual effort. The Esquimalt and Nanaimo Railway Company has arranged for the clearing of 150,000 acres of its land grant (which consists of about 1,500,000 acres) and it is expected, through the exercise of economical methods in removing the timber, that the company will be enabled to sell the cleared land to settlers at moderate prices.

Included in the Eastern and Northern Grant are large areas of the finest timber in the world, consisting mainly of the James Douglas fir, cedar and western hemlock. This timber is in great demand and is being rapidly bought up by eastern lumbermen. The agricultural possibilities of Vancouver Island are only limited by the area of cultivable land. All the grains, grasses, roots and vegetables grow to perfection and yield heavily. Island strawberries are the choicest grown in the province and all other small fruits are prolific and of first quality. Apples, pears, plums, prunes and cherries grow luxuriantly while the more tender fruits, peaches, apricots, nectarines, grapes, &c., attain perfection in the southern districts when carefully cultivated.

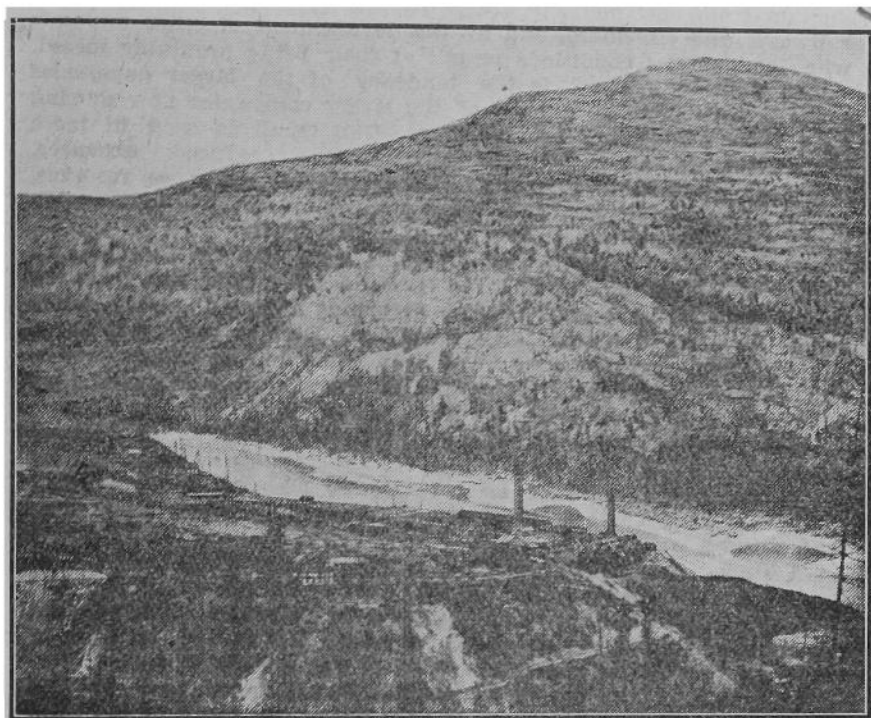


British Columbia can justly claim to be the leading mineral producing province of Canada, producing about 30 per cent of the total mineral output of the Dominion, in spite of the fact that present conditions prevent the profitable mining of many minerals, such as iron ores, gypsum and mica, which will in a few years largely swell the output.

The production of the precious metals, gold, silver, copper and lead, amounted to \$16,149,464 in 1905, or 58 per cent of the Dominion total of \$27,731,702, the latter including \$8,327,200 placer gold from the Yukon Territory.

Coal and Coke amounted to \$5,511,861 out of a Dominion total of \$15,450,036.

The total mineral production recorded for the province to the end of 1906 is nearly \$275,000,000.



TRAIL SMELTER, B.C.

A notable feature is the steadiness with which the production has increased from year to year as the following table will indicate.—

1890	\$ 2,608,803.00
1895	5,643,042.00
1900	16,344,751.00
1904	18,977,359.00
1905	22,461,325.00
1906 (est)	25,129,875.00

This production is due to steady mining and not to temporary outbursts of exceptionally rich ore, as the following figures for 1906 show.

Mines shipping 162. Tons of ore produced 1,570,148. Containing 270,000 ounces of gold, 3,000,000 ounces of silver, 60,000,000 pounds of lead, and 45,000,000 pounds of copper. Also 1,100,000 long tons of coal, 250,000 tons coke, and about \$1,000,000.00 worth of cement, brick, and minor products.

The Mining and Smelting industries are now well established on a sound and conservative basis with comparatively little boom or inflation. A steady increase of production is not to be expected from the present Mining Districts, this will also be augmented by pro-

duction from new districts along the line of present and projected railways, and elsewhere, and by the development of other minerals when commercial conditions permit of their being profitably mined.

A striking feature is the tendency of the larger companies towards consolidation, several of the larger companies now owning both their own mines and smelters. The result is seen in more systematic operation, better management, reduced expenses, increased production, and the maintenance of large ore reserves, while adequate capital and good managers are available when these companies desire to acquire new properties.

Two of these consolidated companies, the Granby Consolidated Mining and Smelting Co., and the Consolidated Mining and Smelting Co. of Canada, have paid regular dividends during the year, while others have accumulated large surpluses. Besides this, very large additions and improvements have been made to the equipments of most of the Consolidated mines and smelters, during the past year or two or will be made in the near future.

The smaller producers have benefited indirectly by reduced smelting rates, by the introduction of the leasing system, and by the larger investments of local residents, who often form small syndicates to operate a local mine. Many new mines have thus been opened.

A strike of the employees of the Crows Nest Pass Coal Co. in September 1906 resulted in a cessation of their output of coal and coke, tying up most of the smelting for over six weeks. This reduced the mineral output for the year by about \$1,500,000.00, in spite of which an increase is shown over 1905 of about \$2,500,000.00.

The bulk of the output at present comes from Kootenay and Boundary districts, whose area is only about one tenth of the total area of the Province. Even these districts are far from being completely explored, while perhaps two-thirds of the province may be said to be practically unknown. As railway and other transportation facilities are extended, new areas are constantly being brought within range of the prospector. Altogether the outlook is exceptionally promising and permanent.

There are many opportunities for the careful investor. Large low grade properties require a large capital and considerable length of time to open up, before returns begin to come in. They should only be entered into on the advice of at least two engineers experienced in the province; but they offer an exceptionally safe mining investment. On the other hand many opportunities offer to the smaller investor, either to develop one of the smaller properties under option, or to obtain a lease to work a part or all of any one of them. Care and good judgment are necessary.

Widely advertised get rich quick shares in oil, coal or other properties are usually swindles. Official information can always be obtained from the Provincial Mineralogist (W. F. Robertson) Victoria B.C. concerning the resources of the various districts.

PLACER GOLD.

The discovery of placer gold in Cariboo district caused a rush of goldseekers there in 1858, in which year \$705,000.00 was produced, increasing to nearly \$4,000,000.00 in 1863. As the rich surface gravels



INDIANS WASHING GOLD.

became worked out, the production fell off. It is now fairly steady at about \$900,000.00, the production for 1906. It comes mostly from hydraulic and dredging operations in the Atlin and Cariboo districts. Doubtless the Northern part of the province contains many other gravel deposits as yet unknown.

LODE GOLD.

The first recorded production is 1170 ounces worth \$23,404.00 in 1893. In 1905 this had risen to \$238,660, ounces worth \$4,933.102 while for 1906 the product is estimated at \$5,167,500. About 10 per cent of this production is from veins carrying gold only, the balance being mostly recovered by the smelters from copper and other ores carrying gold. The total production of lode gold to the end of 1906 has been over 2,000,000 ounces or over \$41,000,000.00.

Roseland camp continues to be the chief producer of gold. Its production for 1905 amounted to \$2,683,855.00 from 330,618 tons of ore, in addition to values in copper and silver which the ore also contains. For 1906 the figures will be a little less as the mines were shipping very little for two months on account of the strike of the coal miners in the Crows Nest Pass mines. The production will probably be largely increased in 1907.

The chief producers in Roseland are the LeRoi mine of the LeRoi Mining Co. and the Centre Star Mines of the Consolidated

Mining and Smelting Co. of Canada. Most of the ore goes to the Consolidated Company's smelter at Trail, B.C.

The Centre Star mines have produced a total of 850,000 tons of ore worth \$13,000,000.00, their production for 1903 was about 115,000 tons. They have nearly 15 miles of underground workings and are developed and worked to a depth of 1,600 feet. This last fact is especially noteworthy and encouraging to those in the mining industry, as shewing the possibilities of deep mining in the province.

About \$1,500,000.00 worth of gold is annually produced as a by-product from the copper ores of the boundary district, this is rapidly increasing.

More or less gold occurs in nearly all the ores of B.C. and a steady increase in production may reasonably be looked for.

SILVER.

Most of the silver output is produced in connection with lead or copper ores. A few small high grade properties however in the Slocan and Boundary districts, ship ores whose values are almost all silver. Silver occurs in small amounts in almost all the copper ores of the province, adding considerably to their value, and forms a large part, sometimes the larger part, of the value of most of the lead ores mined.

The total production to the end of 1906 is over 44,000,000 ounces. The output for 1887 was 17,690 ounces increasing to 3,439,417 ounces in 1905. It will be somewhat less for 1906 owing partly to the coal miners strike mentioned above. The principal producer is the St. Eugene mine.

LEAD.

The product for 1887 was 204,800 pounds increasing to 56,580,703 pounds in 1905 and 60,000,000 pounds (estim.) in 1906, valued at over \$3,000,000.00. The total production has been about 450,000,000 pounds.

The principal producing district is East Kootenay, but the Nelson, Slocan, Ainsworth, Lardeau and other districts contribute important amounts of lead bearing ores. Almost all the ore produced is treated at local smelters.

Recent improvements in smelting, combined with high prices for metals, have placed the lead miner in a very much better position, and a favourable opportunity now offers for the investigation of and investment in a number of properties in the above districts. The Dominion government grants a bounty on lead mined in the province, which practically guarantees a good price to the miner.

The St. Eugene mine, of the Consolidated Mining & Smelting Company of Canada, is the largest single lead producing mine in the province, with the Sullivan mine next. The former is developed for a length of 4,000 feet and to a depth of 2,000 feet. The ore is chiefly of a concentrating nature and occurs in a great many shoots, some of very large size. It has eight miles of workings and has produced about half a million tons of ore. It annually produces about 20,000 tons of metallic lead.

COPPER.

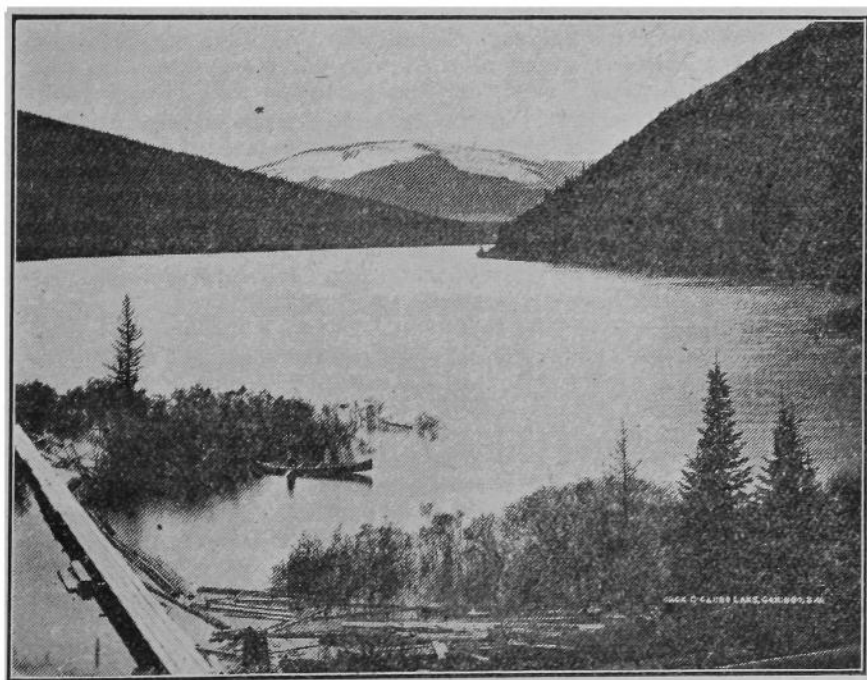
The production for 1894 was 324,630 pounds increasing to 37,692,551 pounds in 1905, and about 45,000,000 pounds in 1906, valued at over \$8 500,000. The total production since 1894 has been 200,414,780 pounds.

The chief production at present is from the Boundary district which produced some 1,175,000 tons of copper ore in 1906 averaging about 30 pounds of copper to the ton. This output is rapidly increasing, and taxes the railway and smelter capacities to keep pace with it. Constant enlargement is going on at the smelters. The Granby Company is the largest producer and is an illustration of what can be done in the province by patient economical and intelligent work. The company has an immense body of low grade ore, and have gradually absorbed surrounding properties until they have now a large productive area. They produced 820,000 tons of ore in 1906, and have paid \$1,753,000. in dividends, paying quarterly dividends of \$405,000. They own their own smelter.

Rossland ores carry less than one per cent copper on the average, and produced about 5,500,000 pounds in 1906.

On the coast, the Tyee and Britannia mines were the chief producers, keeping two small smelters in operation at Crofton and Ladysmith on Vancouver Island. There are a large number of undeveloped copper showings along the coast.

The expansion of the Boundary production, and the development of the Similkameen and coast districts indicate a large and steady increase in copper production for many years, especially if favoured by present high market prices.



JACK O' CLUBS LAKE, CARIBOO, B.C.

ZINC.

The difficulty of marketing zinc ore at present has rendered the output spasmodic, but it is expected that it will settle down to a regular basis in a year or two. Some 10,000 tons of zinc ore have been produced, of a value of over \$140,000, several mines have installed zinc separating plants in connection with their lead ore concentrators. The Dominion Government have lately issued a large report of a commission which investigated the zinc resources of the province.

COAL AND COKE.

Up to 1864 some 133,500 long tons of coal were mined from the Vancouver Island Collieries. In 1891 the million ton mark was passed. In 1905 1,384,312 long tons were mined. In 1906 the production was about 1,100,000 long tons, the decrease being due to loss of market owing to the San Francisco disaster, and the strike of the Coal miners in the Crow's Nest Pass which lasted six weeks.

A total of 23,727,330 long tons of coal have been produced, and 1,354,648 long tons of coke of which 250,000 tons was made in 1906. Coke has only been produced for 10 years past, the establishment of the smelting industry having caused the demand.

The main producing coal beds occur in Vancouver Island, with the Crow's Nest Pass a close second. The latter having developed to a production approaching 800,000 tons per year since 1897. The coal in each case is bituminous and of excellent quality. The quantity is enough to last for generations. The coast mines supply coke to the coast smelters and the Crow's Nest mines to the Kootenay and Boundary smelters. The quality of coke is very good.

The interior plateau of B. C. contains a large number of local coal areas as at Princeton, Nicola, and the Bulkeley Valley, also on the Queen Charlotte Islands on the coast. A large market is available in the Northwest Territories and for export, also from the railways and it is likely that this industry will steadily grow to great proportions and form the backbone of the provincial mineral industry.

MISCELLANEOUS MINERALS.

Iron ores are known at several places on the coast and Vancouver Island, along the Crow's Nest Railway, at Kitchener, Bull River, etc. These are located in proximity to supplies of coke. Considerable money has been spent in development, and with the rapid advance of the West, it is to be expected that an iron industry will be established in a few years. Here indeed is an excellent opportunity for some one to get in on the ground floor and investigate the situation and become the pioneer of a great industry. Texada Island on the coast has already shipped 20,000 tons to a small furnace at Irondale, Washington, U. S. A. The grade of most of the ores is high and the quality excellent.

Petroleum indications have been found in South East Kootenay, Cariboo, and the Queen Charlotte Islands and the establishment of an oil industry is among the possibilities.



YALE, B.C.

Marble, granite, sandstone, lime, brick, and fireclay, cement and pottery clay, are widely distributed and locally used and even exported. Lime and cement in particular are being made and exported in increasing quantities.

A large variety of other minerals are known, some in commercial quantity and others in small or unknown quantities, many of which will some day be made commercially available: among these are the platinum metals, cinnabar, molybdenite chromic iron, manganese ores, iron pyrites, graphite, asbestos, mica, gypsum, scheelite and asphaltum.

The total miscellaneous production for 1906 is about \$1,000,000.

SMELTING AND REFINING.

Almost the entire ore production of the province, together with considerable ore from the United States, is treated in British Columbia Smelters, whereas formerly most of the ore was shipped to the United States.

The Smelters are few but mostly large, and large output, good management, strict economy, keen competition, and up to date appliances and methods have resulted in cutting out foreign competition almost entirely.

The Consolidated Mining & Smelting Company's smelter at Trail treated 287,000 tons in 1906 valued at about \$5,000,000. The Granby

Consolidated Company's smelter at Grand Forks treated about 820,000 tons valued at about \$5,500,000. These are the largest plants. The Dominion Copper Company at Boundary Falls and the British Columbia Copper Company at Greenwood, the Hall Mining & Smelting Company at Nelson, and the Sullivan Mining Company at Marysville, each own large and modern plants, the last two for treating silver and lead ores.

On the coast the Ladysmith and Crofton smelters are treating large tonnages of gold-copper ores and produce important amounts of copper matte.

The Granby and British Columbia Copper Company smelters produce blister copper, the other smelters produce their copper in the form of matte carrying 50 per cent copper. This is shipped to the United States. At the Trail Smelter there is located the first lead refinery in Canada. It uses an electrolytic process and has a capacity of 75 tons lead per day also producing fine gold, fine silver, refined lead, bluestone and antimony, and treats lead bullion from other smelters.

In spite of a great amount of enlargement and addition, the smelters have not been able to treat all the ore offered during the past year and the prospects are that they will be taxed to their utmost capacity during 1907.

Eight smelters treating the ore from 170 mines and producing upwards of 20,000,000 per year, shows a state of affairs that the province may reasonably be proud of. The stability of the industry is practically self evident especially when it is considered that this development has taken place in less than eleven years.

LABOUR AND WAGES.

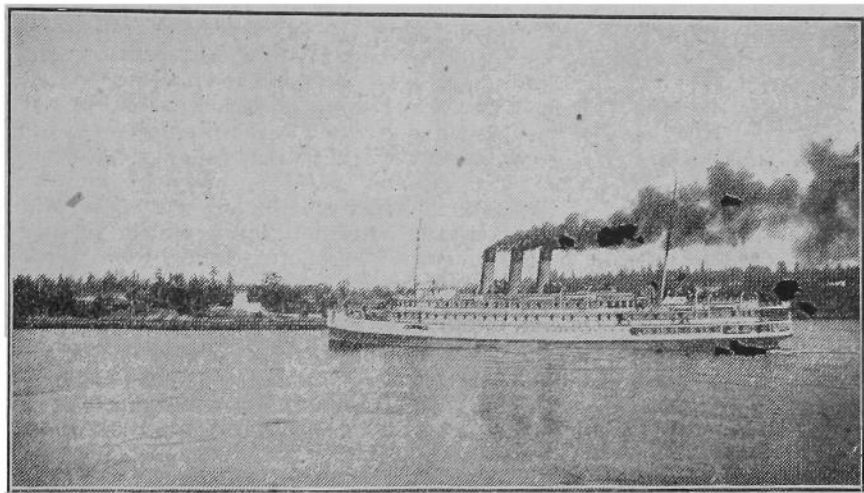
The demand for labour, especially skilled labour, far exceeds the supply. Men are in demand for work in and around mines, smelters and railways, to say nothing of agricultural and other industries. Miners get from \$3.50 per day up, sometimes making much more on account of bonuses or working on contract. Shovellers etc., get from \$2.50 to \$3.00 per day, blacksmiths, carpenters etc., get from \$3.50 to \$4.50 per day and up. Underground work is limited by law to 8 hours. Board usually costs about \$1.00 per day.

ASSAY OFFICES.

The Provincial Government Office in Victoria, British Columbia purchases gold and makes assays of ore samples at reasonable cost. The Dominion government also buys gold at its Vancouver Assay office. Custom assayers are located at convenient points throughout the province in the mining districts.

SYNOPSIS OF MINING LAWS.

The mining laws of British Columbia are very liberal in their nature and compare favorably with those of any other part of the world. The terms under which both lode and placer claims are held are such that a prospector is greatly encouraged in his work, and the titles especially for mineral claims and hydraulic leases, are abso-



PRINCESS VICTORIA, NEARING VANCOUVER HARBOR.

lutely perfect. The fees required to be paid are as small as possible, consistent with a proper administration of the mining industry, and are much lower than those of the other Provinces of Canada or the mineral lands under Dominion control.

The following synopsis of the mining laws of British Columbia is not applicable to Yukon Territory:

A free miner is a person, male or female, above the age of 18 years, who is the holder of a valid free miner's certificate, which costs \$5 for a full year, or a proportionate sum for any shorter period; but all certificates expire on May 31st. A free miner may enter on Crown lands and also on other lands where the right to enter has been reserved, and may prospect for minerals, locate claims and mine. Claims may not be located on Indian reserves nor within the curtilage of any dwelling. Should a free miner neglect to renew his certificate upon expiry, all mining claims held by him under its rights, if not Crown granted, revert to the Crown, unless he be a joint owner, in which case his interest or share reverts to his qualified partners or co-owners. It is not necessary for a shareholder in an incorporated mining company, as such, to possess a free miner's certificate.

A mineral claim is a rectangular piece of ground not exceeding 1,500 feet square. The claim is located by erecting three posts, as defined in the Act. In general, location of a claim must be recorded within a period varying according to distances from a registrar's office from date of location. A mineral claim, prior to being Crown granted, is held practically on a yearly lease, an essential requirement of which is the doing of assessment work on the claim annually of the value of \$100, or, in lieu thereof, payment of that amount to the mining recorder. Each assessment must be recorded before the expiration of the year to which it belongs, or the claim is deemed abandoned. Should the claim not meantime have been re-

located by another free miner, record of the assessment work may be made within 30 days immediately following the date of expiry of the year, upon payment of a fee of \$10. A survey of a mineral claim may be recorded as an assessment at its actual value to the extent of \$100. If during any year work be done to a greater extent than the required \$100, and additional sums of \$1,000 each (but not less than \$100) may be recorded and counted as assessments for the following years. When assessment work to the value of \$100 has been recorded the owner of a mineral claim is, upon having the claim surveyed and on payment of a fee of \$25, and giving certain notices, entitled to a Crown grant after obtaining which further work on the claim is not compulsory. The act includes, too, liberal provisions for obtaining mill and tunnel sites and other facilities for the better working of claims.

There are various classes of placer claims severally defined in the "Placer Mining Act" under the heads of creek, bar, dry, bench, hill and precious-stone diggings. Placer claims are 250 feet square, but a little variation is provided for under certain conditions. They are located by placing a legal post at each corner and marking on the initial post certain required information. Locations must be recorded within three days if within 10 miles of a recorder's office; but if further away another day is allowed for each additional 10 miles. Record before the close of each year is requisite for the retention of placer claims. Continuous work, as far as practicable, during working hours, is necessary, otherwise a cessation of work for 72 hours, except by permission of the Gold Commissioner, is regarded as an abandonment. The Commissioner, however, has power to authorize suspension of work under certain conditions and also to grant rates to facilitate working of claims. No special privilege are granted to discoverers of "mineral" claims, but those satisfying the Gold Commissioner that they have made a new "placer" discovery are allotted claims of extra size.

No free miner may legally hold by location more than one mineral claim on the same lode or vein, and in placer diggings he may not locate more than one claim on each creek, ravine or hill, and not more than two in the same locality, only one of which may be a creek claim.

In both mineral and placer Acts provision is made for the formation of mining partnerships both of a general and limited liability character; also for the collection of the proportion of value of assessment work that may be due from any co-owner.

Leases of unoccupied Crown lands are granted for hydraulic mining, or dredging, upon the recommendation of the Gold Commissioner, after certain requirements have been complied with. An application fee of \$20 is payable. Leases may not exceed 20 years' duration. For a creek lease the maximum area is $\frac{1}{2}$ mile and the minimum rental \$75; hydraulic lease, area 80 acres, rental \$50, and at least \$1,000 per annum to be spent on development; dredging lease, area 5 miles, rental \$50 per mile, development work \$1,000 per annum, and a royalty payable to the Government of 50c per ounce of gold mined.

Mineral or placer claims are not subject to taxation unless Crown-granted, in which case the tax is 25c per acre per annum; but if \$200 be spent in work on the claim in a year this tax is remitted. A tax of 2 per cent is levied on all ores and other mineral

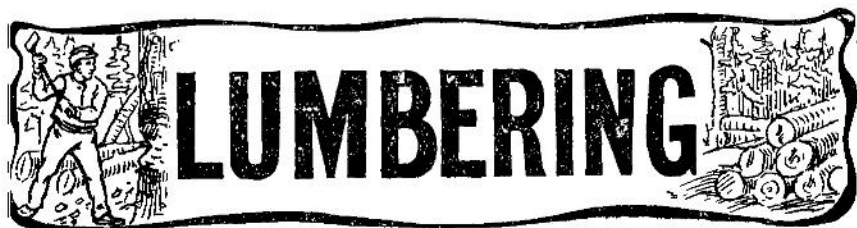
products, the valuation being the net return from the smelter; that is, the cost of freight and treatment is deducted from the value of the product, but not that of mining. These taxes are in substitution for all taxes on the land, and the personal property tax in respect of sums so produced, so long as the land is used only for mining purposes. A royalty of 50¢ per 1,000 feet is charged on all timber taken from the land for mining uses.

Applications for coal or petroleum prospecting licenses must, after the publication of certain notices, be made to the Gold Commissioner, accompanied by the plans of the land and a fee of \$100 which sum will be applied as the first year's rent. Limit of land a license will cover is 640 acres. Extension of lease for a second or third year may be granted. Upon proof of discovery of coal, royalty of 5¢ and a tax of 10¢ per ton of coal mined, 9¢ on coke, and 2½¢ per barrel of petroleum, is payable. After proof that land covered by lease has been worked continuously, lessee may, within three months of expiry of lease, purchase said land at \$10 per acre.

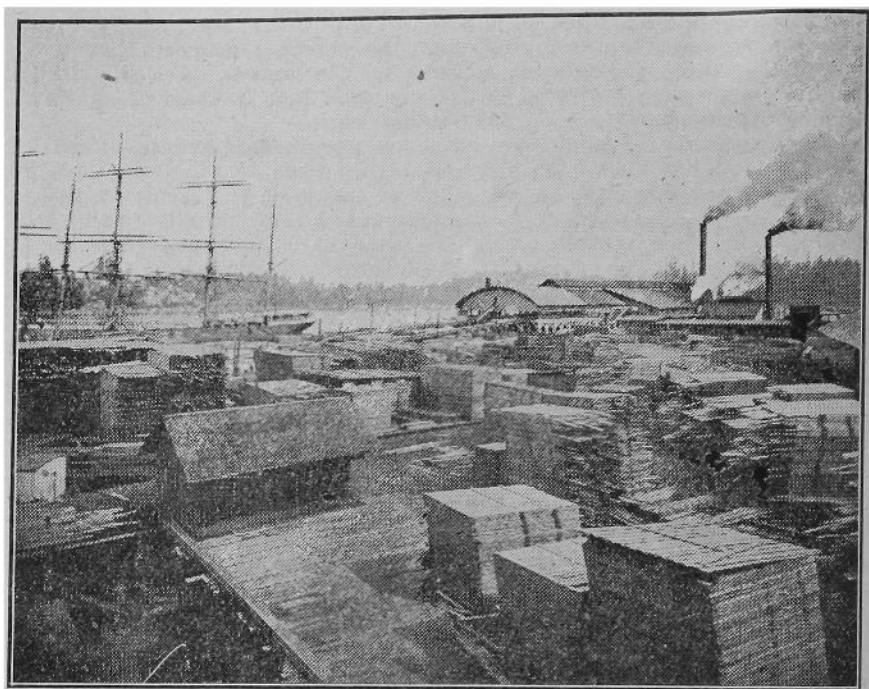
Fees payable are: For a free miner's certificate, \$5 per annum; records, \$2.50 each; leases under "Placer Mining Act," \$5, etc., etc. Incorporated companies pay for a free miner's certificate \$50 per annum where the nominal capital is \$100,000 or under, or \$100 where it exceeds that sum.

The current wages paid in and about the mines are as follows:—

Miners receive from \$3.00 to \$4.00 per day (12 to 16 shillings). Helpers receive from \$2.00 to \$3.00 per day (8 to 12 shillings). Labourers receive from \$2.00 to \$2.50 per day (8 to 10 shillings). Blacksmiths and mechanics receive from \$3.00 to \$5.00 per day (12 to 20 shillings.)



Next to her great treasury of minerals, the most readily available, if not the most important, of British Columbia's natural resources is her immense timber reserve. This Province may now be said to possess the greatest compact area of merchantable timber in North America. The total forest area of Canada is estimated at 1,657,600,000 square acres (exceeding that of the United States and Europe combined), and of this British Columbia has 182,750,000 acres. This immense extent of forest and woodland is not, of course, all of present commercial value as much of it is covered with small trees only fit for fuel and domestic purposes, which would not be considered "timber" by the loggers, who choose only the largest and best trees. As far north as Alaska the coast is heavily timbered, the forest line following the indentations of the shore and the river valleys, and fringing the mountain sides. The Douglas fir, the most widely distributed and valuable tree found on the Pacific Coast,



VICTORIA LUMBER CO'S MILL, CHEMAINUS, B.C.

grows as far north as 51 deg., where it is supplanted by the cypress, or yellow cedar, red cedar, hemlock and spruce. The fir is very widely distributed, being found from the coast to the Rocky Mountains. On the coast it attains immense proportions, sometimes towering to a height of 300 feet with a base circumference of 30 to 50 feet. The best average trees are 150 feet clear of limbs and five to six feet in diameter. The fir is the staple of commerce, prized for its durability and strength. The great bodies of this timber are found on Vancouver Island, on the coast of the mainland and in the Selkirk and Gold Mountains. Next to the Douglas fir in importance are the cypress and red cedar, both of which are of great value and much in demand. Red cedar shingles are the standard, and are finding an increasing market in Eastern Canada. The white spruce is also much sought after by certain builders for use in the better class of buildings. Hemlock is abundant in the province and possesses qualities which should make it more valued than it is. The western species is different and much superior to the eastern hemlock and is as serviceable in many ways as more prized lumber. There are many other trees of commercial value which are manufactured into lumber, including white pine, tamarac, balsam, yew, maple and cottonwood.

There are about 160 sawmills in the province, big and small, and a large number of shingle mills, planing mills, sash, door and

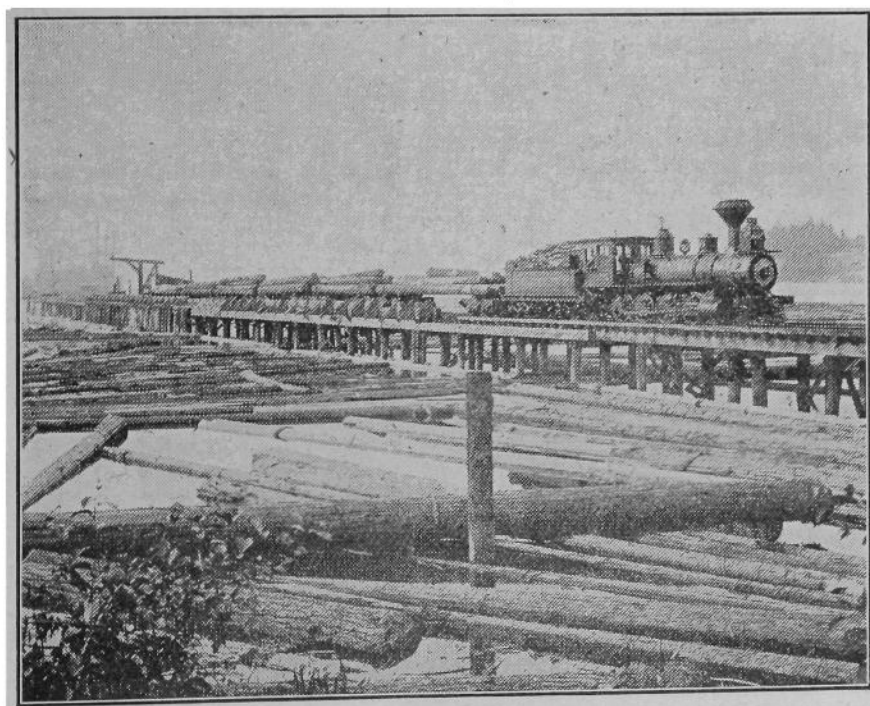
box factories, representing—with logging plants, logging railways, tug boats, etc., and exclusive of the value of lands purchased and leased as timber limits—about \$20,000,000 of capital invested in this industry. The manufacture of lumber is increasing very rapidly in British Columbia as will be seen by comparing the following figures:—

	1904	1905	1906
Total lumber cut	325,271,500 ft.	473,713,900 ft.	657,000,000 ft.

The demand for standing timber is very great, Eastern Canadian and United States lumbermen, as well as those already established in British Columbia, showing a keen rivalry in staking out and securing licenses for tracts of timber in all parts of the province. The urgency of the demand for timber is shown by the number of timber cutting licenses issued during the past four years.

	1903	1904	1905	1906
Timber licenses issued	1,307	1,451	2,173	3,960

These figures are exclusive of over 1,000 hand-loggers' licenses issued during the past year, and show a remarkable increase in the



▲ LOGGING RAILWAY.

acreage of timber staked in each year. As each license represents a square mile, or 640 acres, the number of acres taken in each year would be:—

1903	1904	1905	1906
836,480 acres	938,640 acres	1,390,720 acres	2,534,400 acres.

Notwithstanding the great increase in production the prices of logs and manufactured lumber have just about doubled in the period covered by the above tables, and the tendency seems to be towards still higher prices in the future.

British Columbia cedar shingles are in high favor in Eastern Canada and the Atlantic States, as well as in the Middle West. The output of shingles for 1905 is estimated at 250,300,000 and these are reported to have been all sold, so that the mills began the new year with no stocks on hand. The future of the shingle business, as well as that of lumbering generally, is very promising.

A few years ago the lumber industry was confined almost wholly to the coast districts, where the big trees attracted capital, but as population increased in the interior and in the Prairie Provinces, the demand for lumber became greater and sawmills were set up in many localities in the mountains to supply the new market. There are at present about 45 mills in the interior, with a combined output of about 280,000,000 feet annually, representing an investment of nearly \$10,000,000. They pay out for wages and supplies \$2,500,000 annually.

PULP AND PAPER.

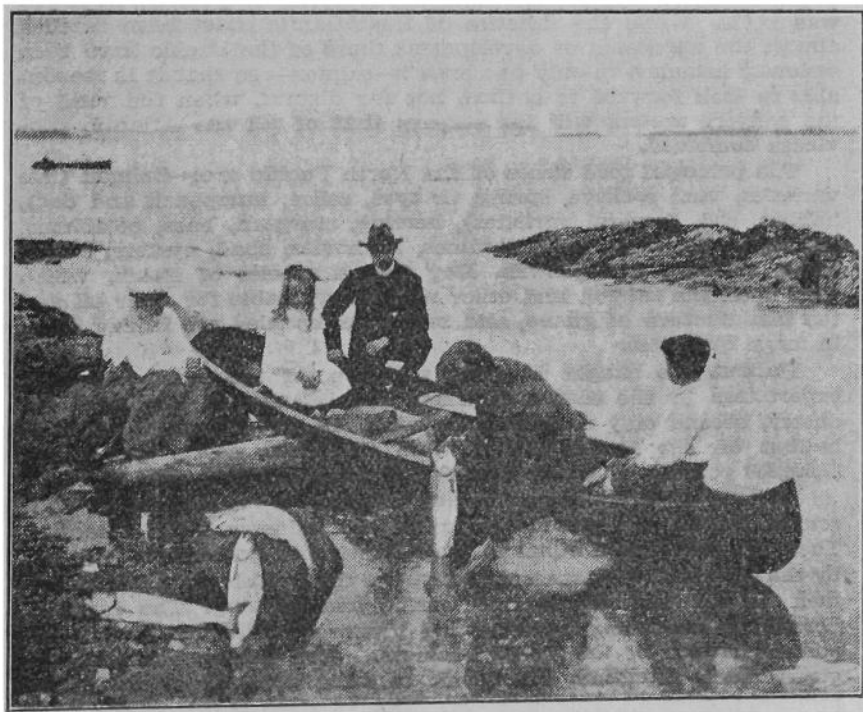
A few years ago the lumber industry was confined almost wholly to British Columbia stands without a rival. Possessing as she does her full share of the enormous timber reserve of Canada, her geographical position gives her a decided advantage over the other provinces, for her pulp wood borders the ocean or the numerous rivers and streams which furnish easy and cheap communication with deep water harbors. With transportation charges at a minimum and an unlimited supply of the raw material of the very best quality, British Columbia should be in a position to supply the greater half of the world with wood pulp, or better still with paper of every grade and quality and in every form in which paper is used in the industrial arts. While the pulp and paper mills of Eastern Canada may find markets in the Eastern States and Europe, British Columbia should absolutely control the rapidly developing markets of Asia and Australia. An important factor in favor of this industry is the density of British Columbia forest. Another important point is the mildness of the coast climate which permits of work being done the year round.

In order to encourage the establishment of pulp and paper mills the Provincial Government, a few years ago, passed a law providing for the granting of special leases to individuals or companies desiring to embark in this enterprise. The result has been the formation of several companies, at least two of which are now engaged in preliminary work and promise to be in active operation before the close of another year.



FISHERIES

The coast of British Columbia embracing all the sea front which lies between the 49th and the 55th parallels of north latitude presents an ideal field for the prosecution of a great fishing industry in all its branches. The coast is indented by innumerable bays, sounds, inlets and other arms of the sea, so that the actual shore line exceeds 7,000 miles, while thousands of islands shelter the in-shore waters from the fury of ocean storms. This vast maze of



CAUGHT WITH A SPOON AT OAK BAY, VICTORIA, B.C.

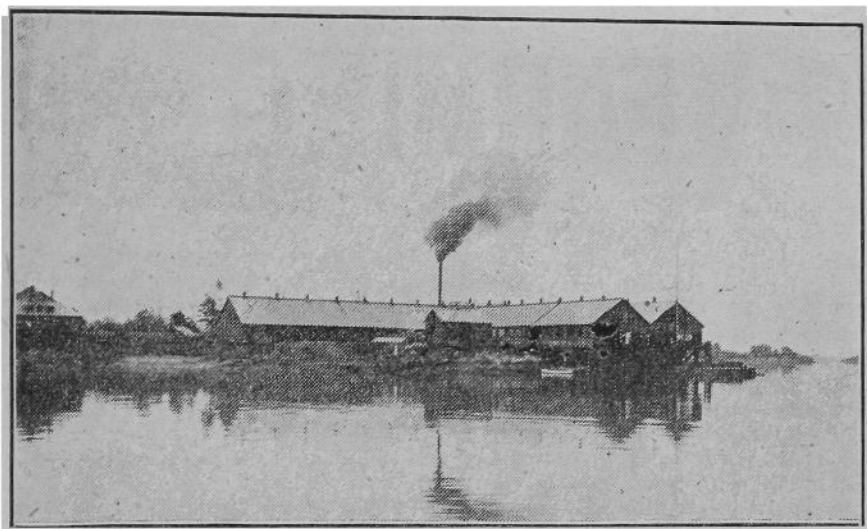
water is alive with all kinds of fish, from the mighty whale to the tiny sardine, but until very recently commercial fishing has been practically confined to the taking of salmon. The fertility of the soil, the wealth of the mines and the quality and quantity of the timber have all served to divert attention from the fisheries, and it is but lately that their importance has begun to be recognized. The salmon swarming in myriads to the mouths of the rivers during the spawning season, forced men to appreciate their value, and as they proved an easy prey, salmon canning was established as one of the greatest industries of the province.

The last report of the Department of Marine and Fisheries says: "For the first time in the history of our record has Nova Scotia been superseded as the banner fish producing province of Canada. Although it shows an increase of nearly one million dollars over the yield of 1904, yet the Pacific Province heads the list by \$1,600,000. The total yield of Canadian fisheries for 1905 amounted to \$29,500,000, of which British Columbia contributed \$9,850,216, or over 33 per cent of the whole. Of this grand total of nearly ten million dollars \$8,230,713 was derived from salmon, halibut \$445,000, herring \$243,000, and the balance was made up from cod, oolachans, smelts, trout, shad, sturgeon, and other fish, clams, oysters, mussels, crabs, shrimps, prawns, etc. The value of the seal catch was \$334,500, and of fish and whale oil and guano \$92,700. The capital invested in the fisheries aggregated \$3,158,000 and the numbers of persons employed was 18,220. While the fisheries of the Atlantic coast have reached almost the maximum of development those of the Pacific have been seriously attacked in only one branch—salmon—so that it is reasonable to look forward to a time, not far distant, when the yield of the western waters will far surpass that of all the Atlantic provinces combined.

The principal food fishes of the North Pacific are:—Salmon (five varieties, viz.: sockeye, spring, or tyee, coho, humpback and dog), halibut, cod, (several varieties), herring, sturgeon, bass, oolachans, smelts, perch, trout, skiff, sardines, anchovies, shad, oysters, clams, crabs, shrimps, and prawns. Dog fish, a species of shark, which prey upon the salmon and other fish, are valuable for their oil and the manufacture of guano, and several companies are taking them in large quantities.

Halibut are caught in great numbers off the coast and their exportation to the eastern markets has become an important industry, second only to salmon canning. In 1903 the total catch of halibut on the Pacific Coast, from California north, was about 25,000,000 pounds, of which British Columbia supplied over 10,000,000.

Herring of excellent quality are taken on the east coast of Vancouver Island, the present centre of the industry being Nanaimo. They are pronounced equal to the Atlantic fish by experts, engaged by the Dominion Government to instruct the British Columbia fishermen in the best methods of curing and packing. The catch of herring is increasing annually and promises to become a very important branch of the fishing business. Cod fishing has not been given much attention, but seems to offer good opportunities for profit if carried on systematically. The oolachan, a fish of the smelt family, swarms to the rivers in the early summer and is caught in large quantities by the Indians, with whom it is a staple food. It



SALMON CANNERY, ESQUIMALT B.C.

is a delicious fish, delicate in flavor, and should afford profitable business if canned or otherwise preserved for export.

Whales are plentiful along the coast and in the North Pacific. A whaling station was established in 1905 at Sechart, Barkley Sound, on the west coast of Vancouver Island and has proved highly profitable. After less than a year of active work the company has declared a dividend of 23 per cent on the capital invested, and has decided to establish two new stations.

There are many other sea products which might be turned to account with advantage. Very little has been done in the minor branches of the fishing industry, yet, there is little doubt that canning crabs, clams, sardines, smelts, prawns, shrimps, etc., could be made to pay handsomely, while giving employment to a large number of people.

Apart from the commercial aspects of British Columbia's fisheries they offer exceptionally good sport to the amateur fisherman and angler. All the numerous rivers, creeks and lakes, as well as the sea teem with fish, so that the gentle art may be enjoyed at all seasons and in every part of the province.

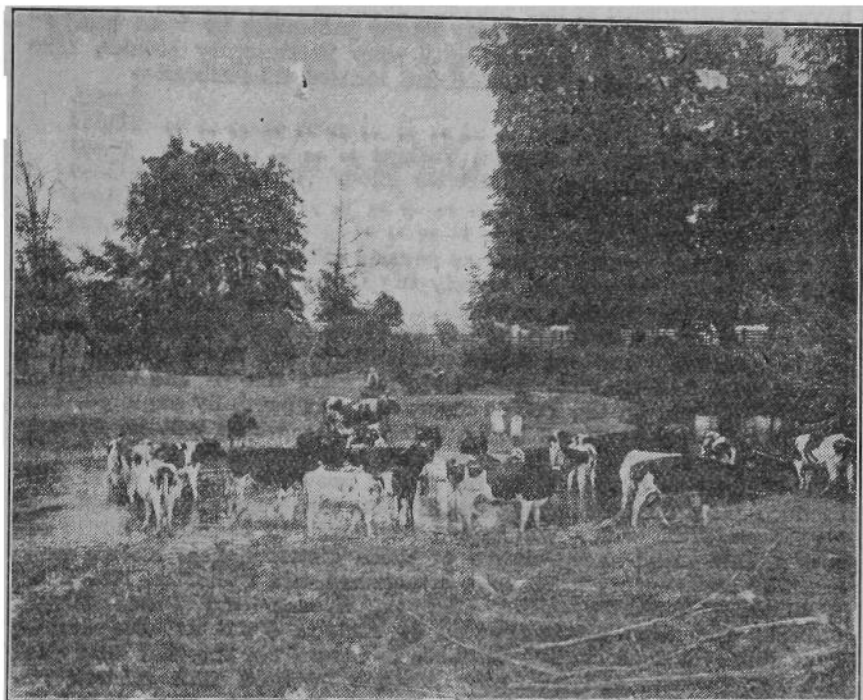
The sockeye salmon, the kind most prized for canning, appear in great numbers every fourth year. These are called "big years," and fishermen and cannerymen make special preparations for them. In 1901, a big year, 1,247,212 cases of salmon were put up in British Columbia, worth \$5,986,009, and containing 12,500,000 fish, weighing 60,000,000 pounds. The year 1905 was another big one and, although the early run disappointed the hopes of the cannerymen, the fish came in sufficient numbers to fill 1,167,822 cases of 48 pounds. The pack for 1906, which was a "lean" year aggregated 629,460 cases.



The traveller whose knowledge of British Columbia is gained from a trip through the province by railway and steamboat departs after having spent many delightful hours in Nature's picture gallery, in which she has collected her most precious treasures in bewildering profusion. He has quite failed to catch the details of her mighty work and carries away with him the impression that the principal asset of the country is its scenery.

Here and there since crossing the Rockies he has seen cultivated patches, stretches of bench and bottom lands which might be utilized for farming and ranching, but the mountains dominated all else and he can only vaguely surmise as to the agricultural possibilities of the valleys separating the numerous ranges. He is therefore prepared to accept the statement that British Columbia is "a sea of mountains," in which mining and lumbering must furnish the only occupations for its population. The creation of this false impression is not far to seek. The Canadian Pacific Railway, seeking the shortest path to the Pacific, let no barrier of nature, however formidable, stand in its way, but pushed its main line through regions the most unpromising, from an economical point of view. Thus the traveller catches the merest glimpses of the rich agricultural valleys which intersect the mountain ranges from north to south, and which are capable of supplying a population of many millions with all the products of farm, ranch, orchard and dairy.

To form a just estimate of the extent and importance of the agricultural areas of British Columbia one must make many excursions to the north and south of the main lines of the Canadian Pacific Railway—over its branches and steamboat connections—and even then, if he trusts to what he may see from the car window or the deck of a lake steamer, his knowledge will be far from complete. In the Shuswap and Okanagan Valleys, for instance, for every acre of arable land within sight of the railway or lake, there are thousands hidden away behind the beautiful grass covered hills which border the highway of travel, and the same may be said of Kootenay, Boundary, Arrow Lake, Similkameen and other districts. The agricultural capabilities of the many sections of Southern British Columbia are, as a matter of fact only beginning to be realized. So far they have been practically ignored, for the mineral seeking prospectors who first invaded the country had no eye for aught save the object of their quest. Now, however, the branch lines of the Canadian Pacific Railway and the company's fleet of excellent steamers are enabling a new class of men to enter and explore the land of promise and many have embarked in fruit-growing, mixed farming and dairying.



BRITISH COLUMBIA IS FAMOUS FOR ITS CATTLE.

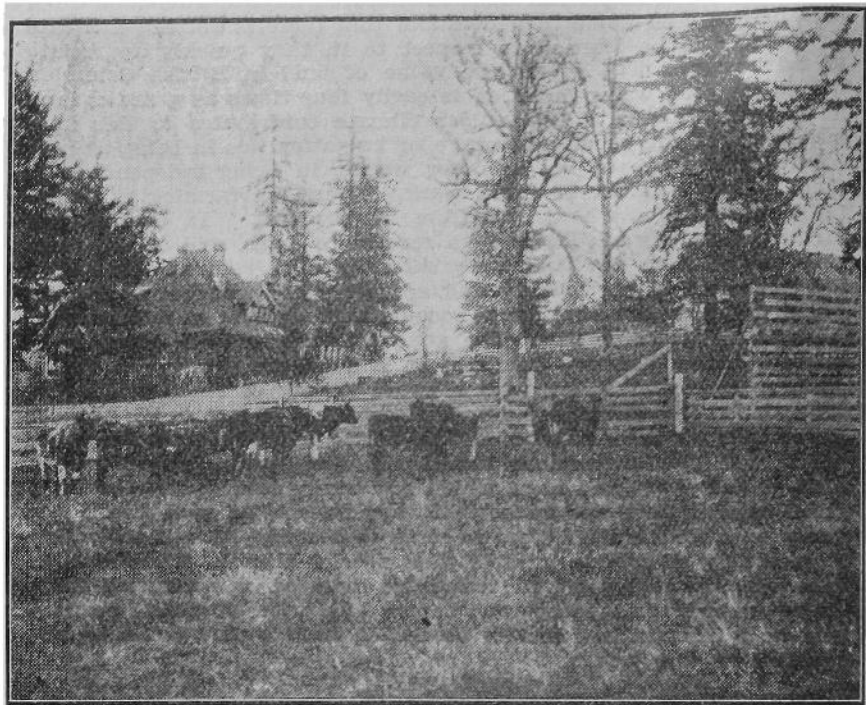
The agricultural and pastoral lands are not restricted to a small proportion of the total acreage, for Professor Macoun, after personal investigation on the ground says: "The whole of British Columbia, south of 52 degrees and east of the Coast Range is a grazing country up to 3,500 feet, and a farming country up to 2,500 feet, where irrigation is possible." This is a most important statement and its truth is being confirmed by the practical experience of settlers who have established themselves in the country. Within the boundaries thus roughly defined by Professor Macoun the capabilities of the soil are practically unlimited. All of it that is not too elevated to serve only for grazing purposes will produce all the ordinary vegetables and roots, much of it will grow cereals to perfection, while everywhere the hardier varieties of fruits can be successfully cultivated. As far north as 55 degrees it has been practically demonstrated that apples will flourish, while in the Southern Belt the more delicate fruits, peaches, grapes, apricots, etc. are an assured crop. Roughly estimated, the extent of these fertile lands may be set down at one million acres, but this figure will probably be found far below the actual quantity capable of cultivation when the country has been thoroughly explored. The anticipation of such a result is justified from the fact that at several points in the mountains even in the most unpromising looking localities, where clearing and cultivation

ing only. When they learn the use of water, applied where and when it is needed, and come to understand that there is nothing intricate or difficult to be learned in respect to it, they quickly appreciate its advantages. The productive value of land in British Columbia which has good water facilities, is easily four times as great as land in Eastern Canada. The milder climate contributes to this in a measure, but the great advantage of irrigation lies in being able to control the elements, or, in other words, in being independent of them in the conduct of farm work. Diversified farming is essentially practicable where irrigation is required. It enables the farmer to gratify his fancy with respect to crops, and at the same time realize from the land the greatest possible returns. By studying the needs of his locality and adjusting his products to the demand, he derives a continuous income without fear of failure from drought or excessive rain. The general farmer may combine stock raising, which includes dairying, in a small way, hay and grain, poultry, hogs and sheep, with a great variety of small fruits and vegetables. The farmer who understands how to reduce his product to compact form, making his alfalfa or hay field support a few cows, which will yield with their increase a considerable annual return each, a few sheep and hogs, which find ready sale at all seasons, a small band of hens and turkeys, always saleable at good prices, can easily wait for his fruit trees to come to bearing—he will never find it necessary to confine himself to a special branch. Thousands of men who are struggling for a meagre livelihood on exhausted fields elsewhere may find prosperous homes here with profitable occupation in a climate and amidst scenes of beauty and grandeur unequalled in the world.

DAIRYING.

Dairying pays handsomely, especially in cases where the farmer is not obliged to employ skilled labor to do the milking and butter-making. The local demand for butter is constantly increasing with the population and the prices secured are far higher than in the east. In 1905 the creameries of the province produced 1,476,343 pounds of butter, which was sold at an average of 26½ cents per pound, or \$385,930, little more than twenty five per cent. of the value of butter imported. Quite a large proportion of the imported article was forwarded to Yukon, but that fact only serves to show the great possibilities for dairying in British Columbia. The province possesses many elements necessary to constitute it a great dairying country, the products of which should include cheese and condensed milk. There are extensive areas of pastoral lands in the interior, while increased cultivation in the lower country will form the necessary feeding ground. With a plentiful supply of good water and luxuriant and nutritious grasses, there is every required facility added. The coast climate is most favorable to the dairying industry. Clover, one of the most valuable plants in cultivation, is practically a weed in British Columbia, west of the Cascade Range. Once it gets established in the soil it is almost impossible to get it out. Lucerne, or alfalfa, is succeeding admirably. In the Okanagan Valley and many other points, three heavy crops of this nutritious fodder are produced annually.

There are sixteen co-operative and private creameries established in the province, all doing well and earning satisfactory dividends



DAIRYING PAYS IN BRITISH COLUMBIA.

The Provincial Government aids the establishment of co-operative creameries by loaning the promoters one-half the cost of the creamery building, plant and fixtures, repayable in eight instalments with interest at five per cent. the first such instalments to be paid at the expiration of three years, and the other seven annually thereafter.

Cheese making has scarcely been attempted on a commercial basis, as there is only one cheese factory in the province. This factory is at Langley and has a daily capacity of about 1,000 pounds of cheese. The article produced is of good quality and finds ready sale.

ROOT CROPS.

Potatoes, turnips, beets, mangolds, and all the other roots grow in profusion wherever their cultivation has been attempted. Sixty-eight tons of roots to a measured acre is recorded at Chilliwack, and near Kelowna, on Okanagan Lake, 20 acres produced 403 tons of potatoes, which sold at \$14 per ton. The Dominion census places the average yield of potatoes at 162.78 bushels to the acre. The average price of potatoes is \$14 to \$16 per ton, while carrots, turnips, parsnips and beets sell at an average of about 60 cents per bushel.

GRAIN GROWING.

Wheat is grown principally in the Fraser Valley, Okanagan, Spallumcheen, and in the country around Kamloops in the Thompson River Valley, and is manufactured at local mills, at Enderby, Armstrong and Vernon. Until the northern interior of the province is brought under cultivation through the construction of railways the wheat area will not be increased. Wheat is only grown on the Mainland Coast and Vancouver Island for fodder and poultry feeding.

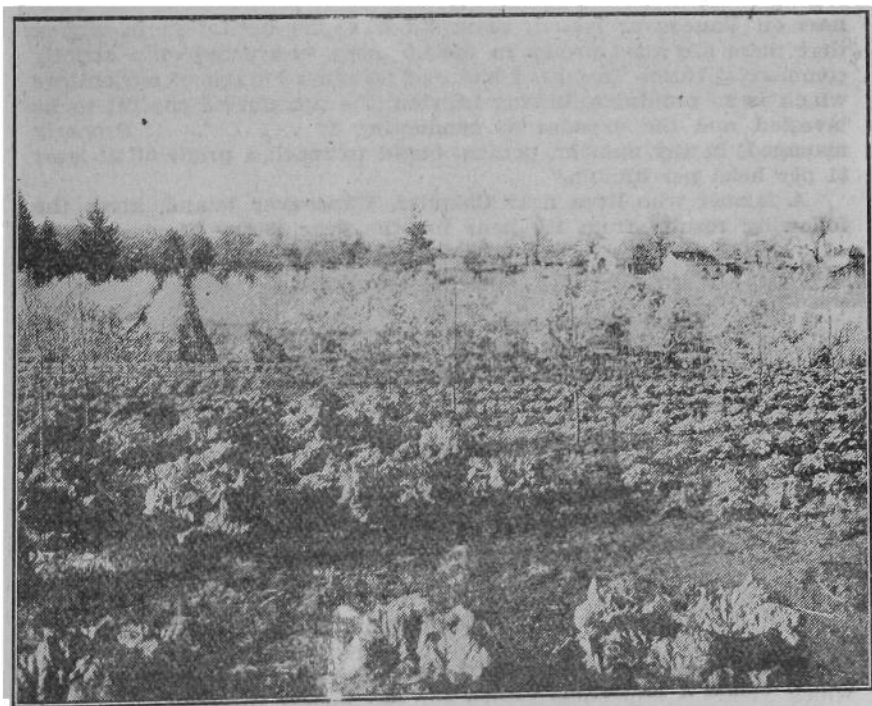
Barley of excellent quality is grown in many parts of the province.

Oats are the principal grain crop, the quality and yield being good, and the demand beyond the quantity grown. Rye is grown to a limited extent, and is used for fodder.

The average yields of grain and prices are as follows:

Wheat, bushels per acre	25.62;	Price per ton	\$33.15
Oats, " "	39.05;	" "	27.00
Barley, " "	33.33;	" "	28.00

These averages are very much exceeded in many cases, and according to nature of soil and local conditions. In the matter of oats as high as 100 bushels to the acre is not an uncommon yield.



MIXED FARMING IS PROFITABLE IN BRITISH COLUMBIA.



Poultry raising is an important branch of general farming which is generally developing in British Columbia, but not to the extent which its importance warrants. The home market is nowhere nearly supplied with eggs or poultry, large quantities being imported from Manitoba, Ontario, California, Washington and Oregon. In 1904 the value of eggs and poultry imported amounted to over \$400,000, and good prices prevail at all seasons, the average wholesale prices for eggs on the coast being: Fresh eggs, 30 cents per dozen; case eggs, 22 cents per dozen; while the retail price for fresh eggs averaged 37½ cents per dozen ranging from 25 cents to 70 cents. Fowls bring from \$5 to \$8 per dozen; chickens \$4 to \$7; ducks, \$5 to \$11; geese, \$1 to \$1.50 each, and turkeys from 22 cents to 30 cents per pound.

A practical poultry raiser who has made a success of the business on Vancouver Island, says: "I have no hesitation in saying that there are good profits in the business, conducted on a strictly commercial basis. In fact, I know of no other branch of agriculture which is so profitable, having in view the amount of capital to be invested and the expense of conducting it Properly managed, in any number, poultry ought to reach a profit of at least \$1 per head per annum."

A farmer who lives near Colquitz, Vancouver Island, gives the following results from 150 hens for the year 1905:—

RECEIPTS.

From sale of eggs	\$375.00
From sale of Chicks	50.00
From increase of flock	25.00
	<hr/> \$450.00

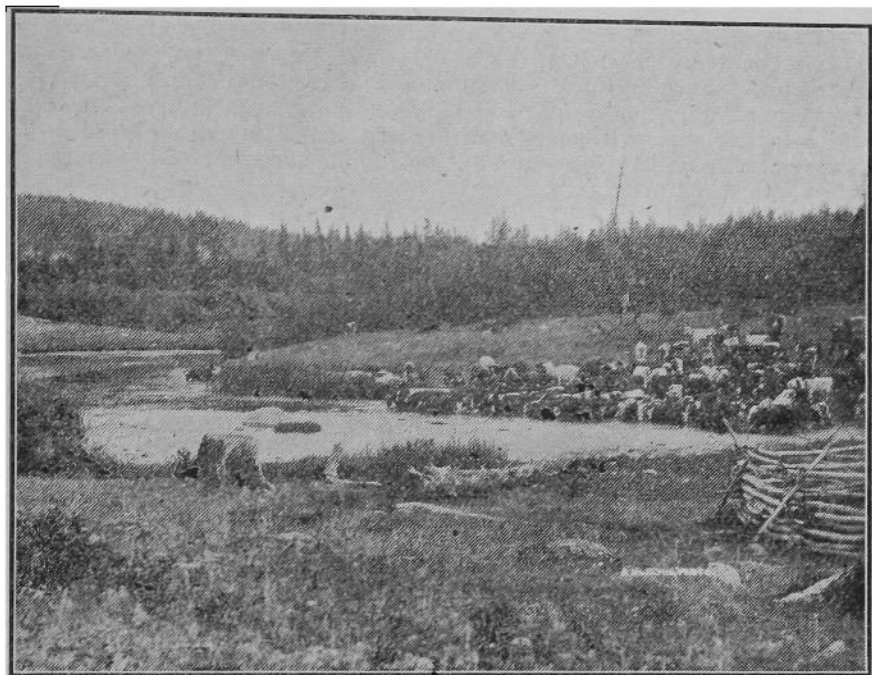
EXPENSES.

100 bushels wheat @ \$1.05 per bushel..	\$105.00
50 bushels barley @ 60 cents per bushel	30.00
Sundries	10.00
	<hr/> 145.00

Net profit \$305.00

This shows a net profit of \$2 for each hen, not including labor, which yields a handsome return for the money invested.

Every portion of British Columbia is suitable for poultry-raising. In the Coast district hens, ducks and geese can be bred to great



FOOD AND DRINK IS ALWAYS PLENTIFUL IN BRITISH COLUMBIA.

advantage, and the dry belts and uplands are particularly well adapted to turkeys.

With such facts before them, it is a matter for surprise that many farmers in British Columbia send to the nearest store for their eggs and fowls. Eggs and chickens are by-products on every well-conducted Eastern farm, and they add considerably to the annual income, as well as providing agreeable and healthful variety to the family's bill of fare.

HOP CULTURE.

The Okanagan, Agassiz and Chilliwack districts are well suited to hop growing and produce large quantities, unexcelled in quality. British Columbia hops command good prices in the British market and most of the crop is sent there, though recently Eastern Canada and Australia are buying increasing quantities. The yield of hops averages 1,500 pounds to the acre and the average price is 25 cents per pound. British Columbia hops shown at the New Zealand International Exhibition in 1906, were greatly appreciated and New Zealand brewers are placing orders with British Columbia hop growers.

FODDER CROPS.

Besides the nutritious bunch grass which affords good grazing to cattle, horses and sheep on the benches and hillsides, all the cultivated grasses grow in profusion wherever sown. Red clover, alfalfa, sainfoin, alsike, timothy and brome grass, yield large returns—three crops in the season in some districts and under favorable circumstances. Hay averages about $1\frac{1}{2}$ tons to the acre and the average price was \$17.25 in 1904.

SPECIAL PRODUCTS.

Tobacco growing has proved successful in several districts, notably in Okanagan which produces a leaf of extra good quality. Actual experience proves that tobacco growing will pay well in almost any part of southern British Columbia. The following figures show actual results in Okanagan.

Rents for 20 acres of land	\$ 400
Growing plants in hot beds	100
Ploughing and planting	167
Cultivating, topping and suckering, harvesting and stripping	627
	<hr/>
	\$1,294
	<hr/>
Crop produced 2,400 pounds at 10 cents	\$2,400
Deducts expenses	1,294
	<hr/>
Net profit	\$1,106
	<hr/>

Ten cents a pound is a low price as the raw leaf often sells for fifteen cents a pound.

The importance of apiculture is beginning to be recognized and a considerable quantity of delicious honey of home production is found in the local markets. As the area of cultivation extends, bee-keeping should become a profitable adjunct of general farming.

The Coast Districts and many of the lowlands of the Interior are well suited to cranberry culture, which is being tried in a small way, but with success, by settlers on the West Coast of Vancouver Island.

Celery, another vegetable luxury, is grown in unlimited quantities, but the soil and climate warrant its cultivation on a more general scale. Celery properly grown and packed would command good prices, and an unlimited market.

Sugar beets grow to perfection in several localities, but their cultivation on a large scale has not been attempted.

Indian corn, melons and tomatoes are profitable items in the output of the small farmer, and are successfully grown in all of the settled districts.

During the last few years it has been demonstrated that the soil and climate of Vancouver Island in the neighborhood of Vic-

toria are particularly well adapted to the production of flowering bulbs, and their culture is becoming an important industry. Nearly all the bulbs used in North America are imported from Europe and, as the Pacific Coast alone requires fifty millions annually there is a market for all that can be grown. The profits of bulb growing are estimated at over \$2,000 per acre.

IRRIGATION.

As already observed, a very considerable percentage of the agricultural lands of the interior districts requires irrigation in order to insure crops. Generally speaking, there is abundant water within reach, but there are sections where the height of the land above water level or distance from the sources of supply stands in the way of individual attempts at irrigation, but the work may be accomplished by co-operation and with the expenditure of capital. The supplying of water to these higher plateaux is, however, a matter for future consideration, as there is sufficient land capable of irrigation at comparatively small cost to meet the requirements for some years to come. In Okanagan, Similkameen, Columbia Valley and Kamloops districts companies have purchased large tracts of land, formerly used as cattle ranges, which they are subdividing into small holdings of ten acres and upwards, and constructing reservoirs and ditches, which will provide an unfailing supply of water. These companies are in some cases already reaping the reward of their enterprise, as the land is being rapidly sold to actual settlers, who are planting orchards and engaging in mixed farming. The example set by the Canadian Pacific Railway in Alberta in undertaking to irrigate some 1,500,000 acres of land, heretofore devoted to grazing, is one which cannot be overlooked by British Columbians, who, witnessing the transformation which is taking place on their eastern border, cannot fail to profit by the lesson. It is therefore safe to predict that the next few years will witness the reclamation of many hundreds of thousands of acres of bench lands from pasturage to flourishing orchards and farms, the homes of thousands of prosperous settlers.

Under the "Water Clauses Consolidation Act, 1897," and amending Acts, unrecorded water may be diverted from any natural source for irrigation or agricultural purposes generally. The scale of fees is the same for industrial purposes, and is calculated on a sliding scale. For a record fee of \$10.75 per 100 miner's inches up to \$110.75 for 500 inches; \$260.75 for 1,000 inches; \$560.75 for 2,000 inches; \$680.75 for 5,000 inches; \$880.75 for 10,000 inches, and so on according to the quantity of water actually required. For industrial purposes there is an annual fee calculated according to the same sliding scale. No annual fee is charged on water recorded and actually used for agricultural purposes. A miner's inch of water represents a flow of about 100 cubic feet per hour, equal to about 623 gallons, or 14,950 gallons per day, 24 hours.

DYKING.

British Columbia, although generally accepted as a country of high altitudes, includes large tracts of alluvial lands, which are

overflowed at certain seasons, and therefore require dyking in order to make them available for cultivation. These lowlands are located on the Lower Fraser; at Canal Flats (the head waters of the Columbia River); in the West Kootenay, and on the northwest coast of Vancouver Island. The Government of British Columbia early recognized the importance of reclaiming the rich alluvial meadows in the Fraser River Valley, and to that end established a system of dykes, which has rendered over 100,000 acres fit for cultivation. These reclamation works represent an expenditure of \$981,000 up to November, 1904. The Government undertakes the redemption of dyking debentures issued by the municipalities benefited and payable in forty years. In West Kootenay from the international boundary a tract of meadows extends to the south end of Kootenay Lake, a distance of about 35 miles, comprising about 40,000 acres. These lands have been partially reclaimed by dyking, and are very productive, but the greater portion is still a vast hay meadow. Fronting the west and north east of Vancouver Island is a very large body of land, which could be made available for mixed farming and dairying by inexpensive dyking and drainage. The extent of this land is estimated at over 150,000 acres.



Cattle-raising on a large scale was once one of the chief industries of the province, and many of the large ranches are still making money, but the tendency of late has been for smaller herds and the improvement of the stock. The efforts of the British Columbia Stockbreeders' Association have proved successful in this direction. The Association imports and sells to its members every year a certain number of young pure-bred stock, purchased in Eastern Canada by a special agent, who visits the principal stock-markets in the interests of the farmers. At a sale held by the Association at New Westminster, in March, 1906, the following prices were realized:—Shorthorns, \$65 to \$152; Holsteins, \$50 to \$100; other breeds, \$50 to \$100; Suffolk stallion, \$300; Clydesdale stallion, \$595; Shropshire ram, \$30; ewes, \$15.

While the province is capable of raising all the beef, mutton and pork required for home consumption, a very large quantity is imported, the money sent abroad annually amounting to about \$3,000,000. The parts of the province particularly adapted to cattle-raising are the interior plateaux and the Fraser River Valley, though there is scarcely a district in which the keeping of a few

head will not pay well, for the high prices prevailing justify stall feeding. The development of irrigation should stimulate the cattle industry and make the province self-supporting in respect of beef.

Sheep-raising, is another branch of agriculture capable of great expansion. In the past the ranchers of the interior objected to sheep, as they are such close feeders, and sheep-raising was confined chiefly to southern Vancouver island and the Gulf Islands, where considerable numbers were produced. These are the most favorable parts of the province for sheep-raising, though they do well in many localities in the interior.


Hogs, in small farming, are probably the most profitable of live stock, owing to the general demand for pork, bacon, ham and lard, and much attention is now being given to raising them. Over \$1,000,000 of hog products are imported annually, and prices are always high, so that the farmer can never make a mistake in keeping a small drove of pigs. The breeds which mature earliest are the Berkshire and Poland China. The increased production of hogs has encouraged the establishment of some small packing houses, but there is room for very extensive expansion. Hogs thrive in every part of the province, and are in demand at all seasons, especially animals weighing from 125 to 150 pounds, suitable for fresh pork.

The demand for good horses, especially heavy draft and working animals, is always increasing, and prices are consequently high. Formerly horses were raised in great numbers in the interior without much attention to their quality, and in consequence great bands of wild horses became a nuisance and a menace to the farmers and ranchers to such an extent that the Legislature had to adopt measures for their destruction. The quality of horses has been much improved of late, and although the "cayuse," the native pony, will always be prized for its hardihood and endurance, the tendency everywhere is for a better class of animal. The horses exhibited at the Dominion Exhibition at New Westminster compared favorably with those of any country in the world.


The prices of good working and draft horses vary from \$200 to \$300.

PURE BRED STOCK.

As already noted, the Dairymen's and Live Stock Associations are doing splendid work in securing to the farmers of British Columbia a better class of live stock. The efforts of the Association in this direction are materially assisted by the Canadian Pacific Railway, which grants a freight rate of one-half the regular rates on all importations of pure bred stock, the only condition to granting such rate being the production of uniform record certificates in every case. The Company insists that "all Record Certificates accepted by the railway must be of uniform size and appearance, and bear the seal of some central body recognized by the Department of Agriculture." While this rule protects the railway company against fraud, it acts as a double safeguard to the importer and purchaser of high-bred animals.



FRUIT GROWING



British Columbia fruit is preferred above all others in the markets of the Middle West, where it commands profitable prices. In 1904 a small exhibit sent to England was awarded the gold medal of the Royal Horticultural Society, and in 1905, a car lot, exhibited in London, won the first prize from all competitors, while no less than fourteen medals were awarded the individual exhibits which made up the collection. Again, in 1906, a collection of British Columbia apples won the gold medals of the Royal Horticultural Societies of England and Scotland, while ten silver and bronze medals were awarded to individual British Columbia fruit growers.

This goes to prove that, despite the great distance, British Columbia fruit has secured a prominent place in the British market, in which Oregon and California apples have heretofore sold at the highest prices.

The fruit industry of British Columbia is in its infancy, but the results so far secured are convincing as to its future importance. The actual extent of fruit growing land has not yet been ascertained, but by a conservative estimate at least one million acres south of the 52nd degree will produce all the fruits of the temperate zone. The recognized fruit districts include the Southern part of Vancouver Island and the Gulf Islands. Lower Fraser River Valley, Thompson River Valley, Shushwap Lake, Okanagan, Spallumcheen, Osoyoos, Similkameen, Upper Columbia Valley, Kootenay Lake, Arrow Lake, Lower Columbia River and Grand Forks, which are all suited to the best grades of fruit, and which contain extensive areas of fruit lands. Other good fruit districts are:—West Coast of Vancouver Island, West Coast of Mainland, (where patches of fruit lands are found at the heads of the numerous inlets), Lower Fraser Valley, Nicola, Grand Prairie and many other localities. In some of these sections irrigation is necessary and, as mentioned elsewhere, water is being supplied where the influx of population warrants the necessary expenditure. Many localities, which are now proved to be suitable for fruit culture, were but recently discovered, for a few years ago fruit was only raised in the settlements on the coast and along the rivers, and in quantity that failed to supply even the limited local demand.

It is now an established fact that apples of excellent quality will grow as far north as Hazelton, on the Skeena River, between 55° and 56° north. In 1891 the total orchard area of the province was 6,500 acres. In ten years it only increased 1,000 acres, but from 1901 to 1905 it grew to 29,000 acres, and another 20,000 acres were added in 1906.

Ten years ago British Columbia did not produce enough fruit to supply her own population. The following table of fruit shipments is interesting in showing the steady growth of the industry.

	By freight.	By Express.	Total.	Increase
1902	1,469 tons	487 tons	1,956 tons	
1903	1,868 tons	676 tons	2,544 tons	588 tons
1904	2,161 tons	864 tons	3,025 tons	481 tons
1905	3,181 tons	1,176 tons	4,357 tons	1,332 tons

Complete figures for 1906 are not yet available, but those at hand indicate that the increase for the year was proportionately as large as that of former years. The express shipments aggregated 1,368 tons, while the freight shipments over the Pacific Division of the Canadian Pacific Railway alone amounted to 2,506 tons. These shipments by no means represent the whole fruit crop, the greater part of which is concerned locally.

The above figures may seem small compared with those of older fruit growing countries but they show conclusively that the industry is growing steadily, and with every indication of its becoming one of the most important items in the future prosperity of the province. There has been a large increase in acreage of orchards during 1906.

The actual experience of many fruit growers is highly satisfactory to them and a temptation to every man who desires to make money pleasantly to set up in the business. In Okanagan there are instances of \$500 to \$600 gross profit per acre. At Kelowna nine tons of pears and ten tons of prunes per acre are not uncommon. Near Nelson, 14 acres produced 1,000 cases of strawberries and 94 tons of roots, netting the owner \$100 per acre. This land was formerly a cedar swamp. At Lytton to-day grapes averaging four pounds to the bunch, were grown in the open. On the Coldstream Ranch, near Vernon, twenty acres produced \$10,000 worth of Northern Spy apples. At Peachland one acre and a half gave a return of \$700 in peaches. Tomatoes to the value of \$1,500 per acre were grown on Okanagan Lake. A cherry tree at Penticton produced 800 pounds of fruit, another at Agassiz 1,000 pounds. Near Victoria 6¼ tons of strawberries were gathered off 1½ acre and sold at ten cents per pound.

These cases are by no means exceptional or confined to any single district, similar ones could be cited from almost any part of the province. Apples and pears produce from 8 to 15 tons of fruit per acre, according to variety, and the average price is \$26 and \$30 per ton respectively. Plums, peaches, cherries and pears invariably bear largely, and the prices are always satisfactory, if the fruit is properly picked and packed.

Fruit packing has been brought to a fine art in British Columbia, the methods used being considered perfect by experts, and other countries are following her lead in this most important matter. Careless or dishonest packing is not tolerated, offenders being severely punished.

PEACHES AND GRAPES.

Peaches are successfully grown in many parts of Southern British Columbia, and in every case the fruit has attained a good size, ripened fully and possessed an exceptionally fine flavor. Peach-growing gives promise of becoming an important industry in Okanagan, where the area of young peach orchards is increasing rapidly. Many of these are bearing, and peach orchards from now on, will become a noticeable item in fast freight and express shipments. So far the shipments have been very small, as nearly all the peaches grown find ready sale on the spot, and there has been no surplus with which to supply even the Provincial markets. The small lots exported have been in the nature of experiments—samples with which to demonstrate the capabilities of the country.

Peaches grow to perfection in all the valleys south of the main line of the Canadian Pacific Railway, and as this fact becomes generally known more attention will be given to their cultivation.

Grape culture on a commercial basis can scarcely be said to be established in the province, but wherever their cultivation has been tried in the southern districts it has proved successful. The experience of Mr. Thomas G. Earl, of Lytton, who may be styled the pioneer grape grower, is that nearly every variety of grape will ripen in the "dry belt," and that in most cases they will come to maturity about two weeks earlier than in Ontario.

The fact that grapes of excellent quality and flavour can be grown in quantity is sufficient to pay a very large demand having been established, horticulturists in the "dry belt" will be encouraged to set out vineyards and in time that part of British Columbia will rival Ontario's famed Niagara Peninsula as a producer of grapes and peaches. British Columbia grapes are as yet a novelty on the market, but their superior merits will in time win them a leading position.

OTHER FRUITS.

Nectarines, apricots, figs, almonds and several of the less hardy fruits and nuts have been tried in a small way with success, and men of experience are not wanting who express the opinion that the sunny slopes of the lake country and the boundary will produce any fruit or vegetable which is grown for 300 miles south of the international boundary line.

LAND REGULATIONS.

PROVINCIAL GOVERNMENT LANDS.

Crown lands, where such a system is practicable, are laid off and surveyed into quadrilateral townships, containing thirty-six sections of one mile square in each.

Any person, being the head of a family, a widow, or single man over the age of eighteen years, and being a British subject or any alien, upon his making a declaration of his intention to become a British subject, may, for agricultural purposes, record any tract of unoccupied and unreserved Crown lands (not being an Indian settlement) not exceeding one hundred and sixty acres in extent.

No person can hold more than one pre-emption claim at a time. Prior record of 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 until after a Crown grant has been issued.

Such land, until the Crown grant is issued, is held by occupation. Such occupation must be a bona fide personal residence of the settler or his family.

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

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

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

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

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

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

After survey has been made, upon proof in declaration in writing of himself and two other persons of occupation for two years from date of pre-emption and of having made permanent improvement 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 upon payment of a fee of \$2.

After obtaining the certificate of improvement and paying for the land, the settler is entitled to a Crown grant in fee simple. He pays \$10 therefor.

The price of Crown lands pre-empted is \$1 (4s.) 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.

Two, three or four settlers may enter into partnership with pre-emptions of 160 acres each, and reside on one homestead. Improvements amounting to \$2.50 per acre made on some portion thereof will secure Crown grant for the whole, conditions of payment being same as above.

The Crown grant reserves to the Crown a royalty of five cents per ton on every ton of merchantable coal raised or gotten from the land, not including dross or fine slack, and 50 cents per M. on timber. Coal and petroleum lands do not pass under grant of lands acquired since passage of Land Act Amendment of 1899.

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 of devisees of the settler are entitled to the Crown grant on the decease.

Crown lands may be purchased to the extent of 640 acres, and for this purpose are classified as first, second and third class, according to the report of the surveyor. It has not, however, been the policy of the Government for some time past to sell lands, except when required for special purposes.

Lands which are suitable for agricultural purposes, or which are capable of being brought under cultivation profitably, or which are wild hay meadow lands, rank as and are considered to be first class lands. Lands which are suitable for agricultural purposes only when artificially irrigated, and which do not contain timber valuable for lumbering purposes, as defined below, rank as and are considered to be second class lands. Mountainous and rocky tracts of land which are wholly unfit for agricultural purposes, and which cannot, under any reasonable conditions, be brought under cultivation, and which do not contain timber suitable for lumbering purposes, as defined below, or hay meadows, rank as and are considered to be third class or pastoral lands. Timber lands (that is, lands which contain milling timber to the average extent of eight thousand feet per acre west of the Cascades, and five thousand feet per acre east of the Cascades, to each one hundred and sixty acres) are not open for sale.

The minimum price of first class land, \$5 per acre; second class, \$2.50 per acre; third class, \$1 per acre. No settlement duties are required on such lands unless a second purchase is contemplated. In such a case, the first purchase must be improved to the extent of \$5 per acre for first class; \$2.50 second class, and \$1 third class.

Leases of Crown lands which have been subdivided by survey in lots not exceeding 20 acres may be obtained; and if requisite improvements are made and conditions of the lease fulfilled at the expiration of lease, Crown grants are issued.

Leases (containing such covenants and conditions as may be thought advisable) of Crown lands may be granted by the Lieutenant-Governor in Council for the following purposes:

- (a) For the purpose of cutting hay thereon, for a term not exceeding ten years.
- (b) For any purposes whatsoever, except cutting hay as aforesaid, for a term not exceeding twenty-one years.

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

The fact of a person having a homestead in another province, or on Dominion Government lands in this province, is no bar to pre-empting Crown lands in British Columbia.

HOW TO SECURE A PRE-EMPTION.

Any person desiring to pre-empt unsurveyed Crown Lands must observe the following rules:—

1. Place a stake or post four or more inches square and four or more feet high—a tree stump squared and of the proper height will do—at each corner of the claim, and mark upon each of the posts his name and a description of the post, for example:—

“John Smith's land, N.E. post. (meaning north-east post); John Smith's land, N.W. post,” and so on.

2. After staking the land, the applicant must make application in writing to the Land Commissioner of the district in which the land lies, giving a full description of the land, and a sketch plan of it; this description and plan to be in duplicate. The fee for recording is \$2.

3. He shall also make a declaration in duplicate, before a Justice of the Peace, Notary Public, or Commissioner, in Form 2 of the Land Act, and deposit same with his application. In the declaration he must declare that the land staked by him is unoccupied and unreserved Crown land, and not in an Indian settlement; that the application is made on his own behalf and for his own use for settlement and occupation, for agricultural purposes, and that he is duly qualified to take up and record the land.

4. If the land is surveyed the pre-emptor must make application to the Commissioner exactly as in the case of unsurveyed lands, but it will not be necessary to plant posts.

5. Every pre-emption shall be of rectangular or square shape, and 160 acres shall measure either 40 chains by 40 chains—880 yards by 880 yards, or 20 chains by 80 chains—440 yards by 1,760 yards; 80 acres shall measure 20 chains by 40 chains; and 40 acres, 20 chains by 20 chains. All lines shall be run true north and south and true east and west.

6. When a pre-emption is bounded by a lake or river, or by another pre-emption or by surveyed land, such boundary may be adopted and used in describing the boundaries of the land.

7. Thirty days after recording the pre-emptor must enter into occupation of the land and proceed with improving same. Occupation means continuous bona fide, personal residence of the pre-emptor or his family, but he and his family may be absent for any one period not exceeding two months in any year. If the pre-emptor can show good reason for being absent from his claim for more than two months, the Land Commissioner may grant him six months' leave. Absence without leave for more than two months will be looked upon as an abandonment of all rights and the record may be cancelled.

8. No person can take up or hold more than one pre-emption.

9. The pre-emptor must have his claim surveyed at his own expense, within five years from the date of record.

10. The price of pre-empted land is \$1 per acre, to be paid for in four equal annual instalments of 25 cents per acre, the first instalment to be paid two years after record.

11. After full payment has been made the pre-emptor shall be entitled to a Crown grant of the land, on payment of a fee of \$10.

12. A pre-emption cannot be sold or transferred until after it is Crown granted.

CANADIAN PACIFIC RAILWAY LANDS.

The terms of purchase are $\frac{1}{4}$, $\frac{1}{2}$ and $\frac{3}{4}$ cash, balance in equal annual instalments with interest thereon at 6 per cent per annum.

The Canadian Pacific Railway Company controls large areas of farming, fruit, ranching and timber lands in the Kootenay and Boundary Districts. Generally speaking, their prices for agricultural lands are as follows:—

First Class Lands;—Lands suitable for agricultural purposes in their present condition, or which are capable of being brought under cultivation profitably by the clearing of the timber thereon, or which are wild hay meadow lands are for sale at \$5.00 per acre up, payable one-eighth cash and the balance in seven equal annual instalments with interest thereon at the rate of 6 per cent per annum.

Second Class Lands;—Lands which are suitable for agricultural purposes only when irrigated. Prices from \$2.50 to \$5.00 per acre, payable one-fifth cash and the balance in four equal annual instalments with interest thereon at the rate of 6 per cent per annum.

Third Class Lands;—Lands which are mountainous and rocky tracts wholly unfit for agricultural purposes and cannot under reasonable conditions be brought under cultivation. Payable one-fourth cash, balance in three annual instalments with interest thereon at the rate of 6 per cent per annum.

In addition to the foregoing prices for land as set forth in the above classification the purchaser will be charged \$1.00 per thousand feet board measure for all the timber which the land is found to contain at the time of making the application to purchase. The payments for the timber will run concurrently with those for the land.

Any land in the Columbia and Western land grant (Boundary District) which contains timber fit for manufacture into lumber to the extent of 3,000 feet board measure to the acre does not come under the heading of agricultural land but will only be disposed of under the provisions of the Company's regulations for the sale of Columbia and Western timber lands which call for the payment of the land at \$1.00 per acre and for all timber upon it at the rate of \$1.00 per thousand. The total purchase price to be divided into five annual instalments payable with interest thereon at the rate of 6 per cent per annum.

In the remaining grants the limit for agricultural lands is fixed at 5,000 feet board measure to the acre. The terms of purchase for timber lands are \$1.00 per acre for the land and \$1.00 per thousand for all the timber which it is found to contain. The terms for the total purchase price are one-tenth cash and the balance in nine equal annual instalments, with interest at 6 per cent.

These timber dues are exclusive of all Government royalties which must be paid by the purchaser.

The minimum area sold is 160 acres, for agricultural lands and 640 acres for timber land and all lands must be purchased in square or rectangular parcels viz., 160 acres must measure 40 chains by 40 chains; 320 acres must measure 80 chains by 40 chains; and 640 acres must measure 80 chains by 80 chains.

Interest at six per cent is payable on all outstanding amounts of principal, and also on overdue instalments. If land is paid for in full at the time of purchase, a discount of ten per cent will be allowed on the amount so paid in excess of the usual cash instalment, but no reduction will be allowed on subsequent payment of instalments in advance of maturity. All payments on account of the purchase of lands from this Company, must be remitted direct to the office of the British Columbia Land Commissioner for the Canadian Pacific Railway at Calgary, Alberta; no agent for the Company being allowed to receive or receipt for money, or to bind the Company by any act whatsoever.

The company also controls a large area of agricultural and timber lands on Vancouver Island, which are now offered for sale on advantageous terms. For particulars apply to the Land Department of the Esquimalt and Nanaimo Railway Company, Victoria, British Columbia.

One half of the amount paid by new settlers for fare on the railway lines of the Canadian Pacific Railway in travelling to British Columbia will be applied on furnishing receipts for fare on account of the second instalment if land is purchased from the Company in this Province.

In addition to these dues, the lessee must pay all the Government royalties and taxes, and arrange and bear the expense of any surveys which may prove necessary to define his limits.

More detailed particulars regarding the Company's agricultural and timber lands can be obtained from J. S. Dennis, Assistant to the Second Vice-President, Calgary, Alberta, and from any of the following local land agents of the Company:—

East Kootenay (Central)—R. R. Bruce, Wilmer.

East Kootenay (Southern)—E. Mallandaine, Creston; V. Hyde Baker, Cranbrook; I. H. Wilson, Wardner; J. Austin, Elko.

West Kootenay—H. and M. Bird, Nelson; W. J. Devitt, Trail; Thos. Abriel, Nakusp.

Yale District—J. A. McCallum, Grand Forks; F. W. McLaine, Greenwood; J. R. Mitchell, Penticton.

Kamloops District—Sibbald and Field, Revelstoke; F. J. Fulton, Kamloops.

The Company is also interested in the following townsites, where local agents may be consulted as to price of lots:—Elko, Cranbrook, Kimberly, Proctor, Creston, Nelson, Nakusp, Arrowhead, Revelstoke, Kamloops, Donald, Gerrard, Castlegar, Cascade, Eholt, Grand Forks, Greenwood, and Midway.

ESQUIMALT AND NANAIMO LANDS.

The Esquimalt and Nanaimo Railway Company owns 1,500,000 acres of agricultural, timber and mineral lands on Vancouver Island, extending from Otter Point on the south-west coast to Crown Mountain in the Comox District, which include within their boundaries all the flourishing farming, mining, lumbering and fishing communities along the East Coast and the line of the Esquimalt and Nanaimo Railway, a tract recognised to be the choicest portion

of Vancouver Island. This magnificent estate is being systematically explored by the company, whose intention it is to clear the land of timber and divide it into convenient sized lots, when it will be offered for sale to fruit-growers, farmers, poultry and dairymen, at reasonable prices and on favourable terms. As the interior is explored it is the intention of the company to extend the railway and build branches into the most desirable valleys, to afford easy access to the agricultural, timber and mineral lands.

Fuller information regarding these lands may be had by application to the Land Department, Esquimalt and Nanaimo Railway Company, Victoria, British Columbia.

DOMINION GOVERNMENT LANDS

All the lands in British Columbia within twenty miles on each side of the Canadian Pacific Railway main line are the property of Canada, with all the timber and minerals they contain (except precious metals). This tract of land, with its timber, hay, water-powers, coal and stone, is now administered by the Department of the Interior of Canada, practically according to the same laws and regulations as are the public lands in Manitoba and the Territories. Dominion Government Agencies are established at Kamloops and New Westminster.

Any British subject who is the sole head of a family, or any male of the age of 18 years, may secure a homestead of 100 acres on any unoccupied land, on application to the local land agent and on payment of a fee of \$10. The homesteader must reside on the land for six months in every year, and cultivate at least 15 acres for three years, when he will be entitled to a free grant or patent.

PRICES OF LAND.

Apart from the Government and railway company's lands, there is a great deal of desirable land owned by companies and individuals, the price of which varies with locality, quality of soil and cost of clearing or irrigation.

For the purposes of comparison the topography and climatic conditions seem to lend themselves to a natural division of the province into the following districts—

1. The Upper Mainland.—All the country to the eastward of the Coast Range, and including the large cattle ranges and what is known as the Dry Belt.

2. The Lower Mainland.—All that portion of the sea coast to the westward of the Coast Range, and including the rich delta lands of the Fraser River. This part of the country is generally heavily wooded with big timber and is the wettest part in the Province.

3. The Islands.—All that portion including Vancouver Island and the adjacent islands. This division partakes somewhat of the characteristic of the two others, and resembles the first in the distribution of the flora and the less precipitation.

Division No. 1 includes the Boundary Country, Similkameen, Okanagan Lake, Okanagan, Shuswap Lake, Thompson River Valley (upper and lower), Nicola, Upper Fraser Valley, Chilcotin and

Cariboo Waggon Road. Improved or partly cleared land in the Boundary District is held at about \$50 per acre. Similkameen, \$25 to \$150, the latter being irrigated. Okanagan Lake, \$30 to \$250 for water fronts, irrigated and improved land, and from \$1 to \$25 for non-irrigated. Okanagan bush land, \$5 to \$20; partly cleared and improved, \$10 to \$50, and up to \$100 per acre. Shuswap and Upper Thompson Valley prices about the same as Okanagan. Land may be bought at lower rates than those quoted in Nicola, Upper Fraser Valley, Chilcotin and Cariboo. It is hard to give definite figures as the country is so extensive and conditions are so varied.

Division No. 2 embraces Victoria, Esquimalt, Metchosin, Sooke, Chilliwack, South Vancouver, Burnaby, Coquitlam, Maple Ridge, Mission, Dewdney, Nicomen and Kent, and prices of land vary very much. The improved land is held at \$5 to \$20, while reclaimed (dyked) lands sell from \$40 up to \$100.

Division No. 3 embraces Victoria, Esquimalt, Metchosin, Sooke, Highland, Lake, Saanish, Cowichan, Nanaimo, Comox, Alberni, San Juan and Fort Rupert Districts and the numerous islands of the Gulf of Georgia. As in other parts of the province, there are no fixed prices for land. They vary with locality and the estimates of the owners. Wild land, mostly heavily timbered, can be bought from \$3.50 to \$10 per acre, while improved land ranges all the way from \$20 to \$200 according to extent and value of improvement.

While some of these prices may be thought high, the cost of clearing the land of timber must be considered, also, that a small farm well located and well tilled in British Columbia will produce more and return bigger profits than a much larger area of land in most other countries.

TAXATION.

Outside of incorporated cities, towns and municipalities, the taxation is imposed and collected directly by the Provincial Government and expended in public improvements, roads, trails, wharves, bridges, etc., in assisting and maintaining the schools, in the administration of justice.

The rates of taxation imposed by the latest Assessment Act are as follows:—

On Real Estate.....	3-5 per cent. of assessed value of \$2,000
" Real Estate.....	1 per cent. of assessed value over \$2,000
" Wild Land	4 per cent.
" *Coal Land, Class A	1 "
" **Coal Land, Class B	2 "
" Timber Land	2 "
" Income of \$2,000 or under	1½ "
" Income over \$2,000 and not exceeding \$3,000.....	1¾ "
" Income over \$3,000 and not exceeding \$4,000.....	2 "
" Income over \$4,000 and not exceeding \$7,000.....	3 "
" Income over \$7,000	4 "

*Working Mines.

**Unworked Mines.

Discounts of 10 per cent. upwards are allowed for prompt payment of taxes, and the following exemptions from taxation are granted:—

On Personal Property up to \$500 (to farmers only).

" Income up to \$1,000.

" Pre-empted land for two years from date of record and an exemption of \$500 for four years after record.

In addition to above taxes royalty is charged on coal, timber and minerals.

EDUCATION.

The province affords excellent educational opportunities. The School System is free and non-sectarian, and is equally as efficient as that of any other province in the Dominion. The expenditure for educational purposes amounts to \$400,000 annually. The Government builds a school house, makes a grant for incidental expenses, and pays a teacher in every district where twenty children between the ages of six and sixteen can be brought together. For out-lying farming districts and mining camps the arrangement is very advantageous. High Schools are also established in cities, where classics and higher mathematics are taught. Several British Columbia cities also now have charge of their own Public and High Schools, and these receive a very liberal per capita grant in aid from the Provincial Government. The minimum salary paid to teachers is \$50 per month in rural districts, up to \$150 in City and High Schools. Attendance in Public Schools is compulsory. The Education Department is presided over by a Minister of the Crown. There are also a Superintendent and four Inspectors in the Province, also Boards of Trustees in each district. According to the last Educational Report there are 361 schools in operation, of which 13 are High, 65 Graded and 283 Common. The number of pupils enrolled in 1905 was 27,335, and of teachers, 663. The Public School System was established in 1872, with 28 schools, 28 teachers, and 1,028 pupils. Its growth proves that education has not been neglected in British Columbia. e

The High Schools are distributed as follows:—Victoria (Victoria College), Vancouver (Vancouver College), New Westminster, Nanaimo, Nelson, Rossland, Cumberland, Vernon, Kaslo, Chilliwack, Grand Forks, Kamloops and Revelstoke. There is a Provincial Normal School at Vancouver, and many excellent private colleges and boarding schools. Victoria and Vancouver Colleges are affiliated to McGill University, Montreal, and have High School and University departments.

SOCIAL CONDITIONS.

The population of British Columbia, widely scattered and composed of many nationalities, is singularly peaceful and law-abiding. Life and property are better protected and individual rights more respected in the isolated mining communities than in some of the great centres of civilization. The province, though new as compared with older countries, enjoys all the necessaries and many of

the luxuries and conveniences of modern life. There are few towns which are not provided with waterworks, electric lights and telephones. The hotels are usually clean and comfortable, and the stores well stocked with every possible requirement. There is little individual poverty. A general prosperity is the prevailing condition throughout the country, for none need be idle or penniless who is able and willing to work. The larger towns are well supplied with libraries, by which the rural districts are furnished free with literature of the best description.

The spiritual welfare of the people is promoted by representatives of all the Christian denominations, and there are few communities, however small, which have not one or more churches with resident clergymen.

All the cities and larger towns have well equipped hospitals, supported by Government grants and private subscriptions, and few of the smaller towns are without cottage hospitals. Daily newspapers are published in the larger places, and every mining camp has its semi-weekly or weekly paper.

ADVICE TO IMMIGRANTS.

There is no country within the British Empire which offers more inducements to men of energy and industry than British Columbia. To the practical farmer, miner, lumberman, fisherman, horticulturist and dairyman it offers a comfortable living and ultimate independence, if he begins right, perseveres and takes advantage of his opportunities. The skilled mechanic has also a good chance to establish himself and the labourer will scarcely fail to find employment. The man without a trade, a clerk, the accountant and the semi-professional, is warned, however, that his chances for employment are by no means good. Much depends upon the individual, for where many fail one may secure a position and win success, but men in search of employment in offices or warehouses, and who are unable or unwilling to turn their hands to any kind of manual labor in an emergency, would do well to stay away from British Columbia unless they have sufficient means to support themselves for six months or a year while seeking a situation.

The class of immigrants whose chances of success are greatest is the man of small or moderate means, possessing energy, good health and self-reliance, with the faculty of adaptability to his new surroundings. He should have at least \$1,000 (£300) to \$2,500 (£500) on arrival in the province, sufficient to "look around" before locating permanently, make his first payment on his land and support himself and family while awaiting returns from his first crop. This applies to a man taking up mixed farming. It is sometimes advisable for the new comer to work for wages for a time until he learns the "ways of the country."

To avoid the risk of loss the immigrant from Great Britain should pay the money not wanted on the passage to the Dominion Express Company's office in London, Liverpool or Glasgow, and get a money order payable at any point in British Columbia; or he may pay his money to any bank in London having an agency in British Columbia, such as the Bank of Montreal, Canadian Bank

of Commerce, Bank of British North America, Imperial Bank, etc. This suggestion applies with equal force to persons coming from Eastern Canada or the United States.

United States currency is taken at par in business circles.

The Provincial Government or Canadian Pacific agent at point of arrival will furnish information as to lands open for settlement, farms for sale, rates of wages, etc.

SETTLERS' EFFECTS FREE.

Settlers' effects, viz.:—Wearing apparel, books, usual and reasonable household furniture and other household effects; instruments and tools of trade, occupation or employment; guns, musical instruments, domestic sewing machines, typewriters, bicycles, carts, waggons, and other highway vehicles; agricultural implements, and live stock for the farm, not to include live stock or articles for sale, or for use as a contractor's outfit, nor vehicles nor implements moved by a mechanical power, nor machinery for use in any manufacturing establishment; all the foregoing, if actually owned abroad by the settler for at least six months before his removal to Canada, are admitted free, subject to regulations by the Minister of Customs. Provided that any dutiable article entered as settlers' effects may not be so entered unless brought by the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty until after twelve months' actual use in Canada.

A settler may bring into Canada free of duty live stock for the farm on the following bases, if he has actually owned such live stock abroad for at least six months before his removal to Canada and has brought them into Canada within one year after his first arrival, viz.:—If horses only are brought in, 16 allowed; if cattle only are brought in, 16 allowed; if sheep only are brought in, 160 allowed; if swine only are brought in, 160 allowed. If horses, cattle, sheep and swine are brought in together, or part of each, the same proportions as above are to be observed. Duty is to be paid on the live stock in excess of the number above provided for. For customs entry purposes, a mare with a colt under six months old is to be reckoned as one animal; a cow with a calf under six months old is also to be reckoned as one animal.

HOW TO REACH BRITISH COLUMBIA.

FROM EUROPE.—The steamers of the Canadian Pacific Railway Atlantic lines, from about 20th November to 1st May, land their passengers at St. John, N.B. From the 1st May to 20th November passengers are landed at Quebec or Montreal, and if they come via New York or Boston vessel, the route west is by Montreal. The continent is crossed in the trains of the Canadian Pacific Railway, the only change being at Montreal.

Colonists should apply in case of need, to the local immigration officers of the Canadian Pacific Railway, or of the Government of the Dominion of Canada, who will give honest advice and information.

Intending passengers can obtain tickets through to British Columbia, together with the fullest information, from agents of the Canadian Pacific Railway in London, Liverpool, Bristol and Glasgow.

FROM THE UNITED STATES.—From Oregon, Washington, Nevada and California, via Sumas, at the international boundary, Nelson, Rossland or Vancouver.

From the Dakotas, Minnesota, Illinois, Nebraska, Iowa and Missouri, via the Soo-Pacific Line, entering Canada at North Portal and Emerson, in the Canadian North West and connecting with the Canadian Pacific Railway.

From Eastern States, via Montreal, Que., or Prescott, Ont., or via Niagara Falls, Hamilton, Toronto and North Bay, Ontario.

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

During the season of navigation there is an alternative route through Lakes Huron and Superior, via Owen Sound, by the Canadian Pacific Railway Upper Lake Steamships, to Fort William, at the western extremity of Lake Superior, and thence by the Canadian Pacific main line.

CITIES AND TOWNS.

VANCOUVER—The commercial metropolis and mainland terminus of the Canadian Pacific Railway, incorporated in 1886, is the largest centre of population, estimated, at 52,000. The trade of the city is large and steadily increasing as it is a principal distributing point for the northern and interior districts and the home port of the Canadian Pacific Railway Empress liners and Canadian-Australian Trans-Pacific mail steamship. The bank clearings show a remarkable increase, the figures for two years being: 1905, \$38,460,391; 1906, \$132,608,358. An increase of \$44,147,967 over 1905. The customs revenue for 1906, \$2,069,539 show an increase over that of 1905 of \$414,677. Vancouver harbor is one of the finest in the world, land locked and sheltered from all points, and roomy and deep enough for the largest vessels. The City of Vancouver possesses many fine public buildings, business blocks and private residences and new structures are being continually added. The churches, schools, libraries, hotels and clubs are quite equal to buildings of similar class in the older cities of the east and give one the impression of solidity and permanency. The Hotel Vancouver, owned by the Canadian Pacific Railway Company is one of the best equipped in Canada, and is well known to world travellers. One of Vancouver's great attractions is the magnificent Stanley Park with its groves of great towering firs and cedars, a wonder and delight to visitors. In addition to the Canadian Pacific Railway Trans-Pacific fleet of steamships, Vancouver has connections by land and sea with all important points on the coast and in the interior. The steamers of the Canadian Pacific Railway, Pacific Coast Service, and other lines ply between the city and places along the coast as far north as Alaska, and south to San Francisco. The splendid Canadian Pacific Railway steamer "Princess Victoria," the fastest boat on the Pacific, makes daily trips in the summer between Vancouver, Victoria and Seattle, Washington. Direct railway connection is made with every point on the continent, from Halifax to Mexico. The city has a very complete electric railway system, with exten-

sions to New Westminster and Lulu Island. The water supply is unlimited and of superior quality, and the sewerage system is constructed on modern lines. Telephone connection is had by cable with Victoria and other cities and towns on Vancouver Island, as well as all points in the Fraser Valley, and the City of Seattle. A recently constructed water tunnel provides a water power sufficient to develop 300,000 horse power.

VICTORIA is the seat of Government and the capital of British Columbia. It is charmingly situated on the southeast of Vancouver Island, and for climate and surroundings has no rival in Canada. Victoria is the oldest town in the province, dating back to 1846 when it was known as Camosun, a Hudson's Bay Company's trading post. Victoria leaped into prominence during the gold excitement of 1858 and grew rapidly in trade and population. The city is substantially built, there being many fine stone and brick blocks in the business portion, while the private houses surrounded by beautiful lawns, gardens and shrubberies are picturesque and cosey. The Parliament Building, overlooking James Bay, is one of the finest examples of architecture in America. It contains fine collections of natural history, mineral, agricultural and horticultural specimens, and is a centre of great interest to visitors. Beacon Hill Park, a natural pleasure ground, facing the Strait of Juan de Fuca, affords one of the most magnificent views in the world, the snow-clad heights of the Olympian Range and the noble dome-like Mount Baker forming the background of an enthralling picture. Victoria Arm and the Gorge form one of the most beautiful stretches of inland water imaginable, and there are many other delightful bays and inlets which lend peculiar attraction and variety to the scene. With such a wealth of natural beauty Victoria is fast becoming the Mecca of the tourist, many thousands from all parts of the world visiting Victoria every year. The Canadian Pacific Railway Company has built a magnificent hotel, "The Empress," near the Parliament Buildings, the two grand structures, dominating the harbor, making an imposing picture.

In addition to its beauty and attractiveness the city is an important business and industrial centre. It shares with Vancouver the northern trade and that of the interior, and its shipping, lumbering, mining, sealing and fishing interests are very considerable and showing evidences of increase. The development of the resources of Vancouver Island must naturally benefit Victoria, and there is a conviction in the minds of capitalists that the city has entered upon an era of substantial progress. The clearing of 150,000 acres of land tributary to the city, by the Esquimalt and Nanaimo Railway Company, will greatly stimulate business in many branches and the extension of the Esquimalt and Nanaimo Railway will open new avenues of trade. The customs revenue for 1906 amounted to \$873,266 an increase of \$144,571 over 1905. The bank clearings also show a substantial increase the total for 1905 being \$36,890,464, while that of 1906 was \$45,615,615, an increase of \$8,725,151. The recent establishment of trap fishing and salmon canneries in and about the city has added materially to the trade returns.

The city is growing steadily in population (estimated at 26,000) many persons of independent means choosing it as a place of resi-

dence, while new enterprises are giving employment to more laborers and artisans.

Victoria is the first port of call for the Trans-Pacific liners and northern steamers, as well as all the big freighters which round the Horn for Pacific coast ports. It is the home port of the Victoria sealing fleet, the Canadian Pacific Railway Pacific Coast Service, and of many coasting vessels. Daily communication is had with Vancouver, Seattle, and other points and there is a tri-weekly service to San Francisco. The distance between Victoria and Seattle is 80 miles, and Victoria and Vancouver 84 miles, the Canadian Pacific Railway steamer "Princess Victoria" making the triangular run daily during the tourist season.

The city has an electric street railway system and gas and electric light services. The business streets are paved and well kept and cement sidewalks are being laid throughout the city. The water works and sewerage system are being extended to meet the requirements. There is telephone connection with all the principal points on the Island and lower mainland, and with Seattle.

ESQUIMALT, Victoria's Western suburb, was until recently headquarters of His Majesty's Royal Navy's North Pacific fleet, but the ships, with the exception of one or two, have been withdrawn and Canada has undertaken the maintenance of the fortifications which are among the strongest in the Empire. Esquimalt has a fine harbor, formerly used exclusively by the navy, which will now be opened to merchant vessels.

NANAIMO.—The "Coal City," is 72 miles from Victoria, on a fine harbor, on the east coast of Vancouver Island. Its chief industry is coal mining, but latterly it has become important as a centre of the herring fishery. It is also the chief town of an extensive farming and fruit growing country. The city has a good water system, and electric lights, telephones and gas. Nanaimo coal is shipped to California, Hawaii and China, and it is a coaling station for ocean-going steamships. The Esquimalt and Nanaimo Railway connects Nanaimo with Victoria and there is a daily steamer service to Vancouver. The population is estimated at 7,000.

NEW WESTMINSTER is situated on the Fraser River, about 16 miles from its mouth and 12 miles from Vancouver. It is the centre of the salmon canning industry and enjoys a big share of the lumber trade. Being the depot for a large agricultural country, New Westminster market is the most important in the province—the farmer's mart and clearing house. The city was the capital of the Crown Colony of British Columbia before Confederation, and was destroyed by fire in 1898, but, through the energy of its citizens, it has been rebuilt and greatly improved. Among the public buildings are the Penitentiary and the Provincial Asylum for the Insane. The city owns and operates an electric light plant, and has an excellent water supply, and electric street railway and telephone systems. There is an inter-urban electric railway connecting the city with Vancouver, and a branch line of the Canadian Pacific Railway connects it with the main line at Westminster Junction. An annual event of importance is the holding of a Provincial Exhibition of agricultural and industrial products, which attracts exhibitors

and visitors from all parts of the province. A fine steel bridge, built by the Provincial Government at a cost of \$1,000,000 and providing for railway and vehicular traffic, spans the Fraser River at New Westminster. The population is about 8,000.

ROSSLAND, which was surveyed as a townsite in 1894, is now a flourishing city of 5,500, with fine business blocks, churches, schools and hospital. On account of its elevated position (3,400 feet above sea level) much difficulty was encountered in providing water-works and other public utilities, but the obstacles were surmounted and the city is now well equipped in all respects. Its chief industry is mining, the townsite itself and the surrounding hills containing immense deposits of iron and copper pyritic ore, carrying gold and silver. Some of the principal mines near the town are the Le Roi, Le Roi No. 2, War Eagle, Centre Star, Giant, Velvet, Jumbo, with many others which contribute to the ore tonnage of the camp. Electric power is furnished from Bonnington Falls on the Kootenay River. Rossland has excellent hotels, banks, clubs, breweries, sawmills and a daily newspaper.

NELSON, situated on the west arm of Kootenay Lake, has a population of 5,000 to 6,000. It is a well laid out and solidly built town, the principal buildings being of brick and stone. It is the judicial centre of Kootenay and an important wholesale business point. Its altitude, 1,760 feet above the sea level, renders the climate equable and salubrious and makes a desirable place of residence. The chief industries are mining and lumbering, and of late years fruit growing has received a good deal of attention, the shores of the West Arm being found well adapted to all kinds of fruit, which grow to perfection and ripen early. The city is lighted by electricity and has an electric street car service. Excellent fishing and shooting may be had in the neighborhood. Nelson is connected with the main line of the Canadian Pacific Railway and the Crow's Nest Pass Railway by branch lines and steamers. The Hall Mines Smelter, which handles a large tonnage of ore annually, is situated at Nelson.

KASLO, on the west shore of Kootenay Lake, is the distributing point for the important silver-lead mines of Slokan district. The town has a beautiful situation on a plateau overlooking the lake. The buildings are of a good class and include several churches, school houses, hotels, banks, etc. The population is about 2,000.

LADYSMITH, on Oyster Harbor, east coast of Vancouver Island, is one of the youngest towns in the province. It is the shipping port for the adjacent Extension coal mines, and the transfer point for through freight between the Island and mainland. The Canadian Pacific Railway ferries freight trains from Vancouver to Ladysmith, where they are transferred to the Esquimalt and Nanaimo Railway for distribution to Island points. Most of the miners working in the Extension mines live at Ladysmith, which has a population of 2,000. Ladysmith is an important coaling station for coasters and ocean going craft, and ships load cargoes of coal for California and

other foreign countries. The Tye Copper Company operates a smelter and there are several minor industries which add to the prosperity of the town.

TRAIL, on the Columbia River, 14 miles by rail from Rossland, is an important industrial point. Here is located the Canadian Smelting Company's immense plant including a lead and silver refinery and a lead pipe factory, the only establishment of the kind in Canada. The population is between 1,500 and 2,000. Trail is supplied with water and electricity, has good hotels, churches and well stocked stores, being a supply depot for the numerous mines in the vicinity. It is the terminus of the Rossland Branch of the Canadian Pacific Railway.

CRANBROOK, the chief divisional point on the Crow's Nest Pass Railway, is situated in a beautiful wooded prairie near the southern end of the Kootenay River Valley. It is an important business place, the centre of a fine agricultural and lumbering district, and a distributing point for supplies. The population is about 2,500 and steadily increasing. Four large saw-mills with a daily capacity of about 160,000 feet, are located in the town. Several promising mines are in the neighborhood, two of which, the Kimberley and North Star, are connected with the town by a branch railway. It has a good water-works system, banks, churches, hotels and schools. The building of the Kootenay Central Railway will add much to Cranbrook's wealth and importance.

FERNIE, 62 miles east of Cranbrook on the Crow's Nest Pass Railway, is the present centre of the coal mining industry for this part of British Columbia. Although the town is only eight years old it possesses many of the features of a long established place. The coal mines in and about Fernie are practically inexhaustible, and as the demand for coal and coke is constantly increasing the town is making wonderful progress. The population is estimated at 3,500.

KAMLOOPS, is an important business place, 224 miles west of Vancouver, on the main line of the Canadian Pacific Railway. It is beautifully situated at the confluence of the North and South Thompson rivers, both of which are navigable from this point for considerable distances. Kamloops, literally "the meeting of the waters," is one of the oldest settlements in the province, the Hudson's Bay Company having established a post there, over 80 years ago, which was for a long time the centre of trade for the whole interior. The town is the distributing point for a very large agricultural, ranching and mining country, and is the chief cattle market of British Columbia. It is also the centre of a big lumbering district, and a divisional point of the Canadian Pacific Railway. The adjacent country produces some of the finest fruit grown in the province, apples attaining an immense size and superior quality. The climate is dry and bracing, with bright sunshine at all seasons, the rainfalls being very light. The city is lighted by electricity, there is a good water works system, several well stocked stores, good hotels, churches, schools, and every other item which goes to make life pleasant and enjoyable. The rivers afford good fishing

and the woods are full of all kinds of game, including prairie chicken, grouse and deer. The population is about 2,000. Kamloops has a steamboat service on the Thompson River and Kamloops Lake.

REVELSTOKE on the mainland of the Canadian Pacific Railway, 379 miles east of Vancouver, is a railway divisional point and the gateway to West Kootenay, connection being made there with the Arrowhead Branch, which gives access to the Slocan, Kootenay, Boundary and Crow's Nest countries. The town is growing rapidly, being the centre of a good mining and lumbering district. The Canadian Pacific Railway has a fine hotel at Revelstoke and there are several good stores and other business and industrial establishments. The population is about 2,500.

GRAND FORKS, situated at the junction of the main Kettle River with its North Fork, occupies an important position as the gateway to the Kettle River Valley and the centre of a rich mining district. A few years ago it was a ranchers' ford on the Dewdney Trail; to-day it is a bustling town of 2,000 inhabitants, with splendid water-works, electric light and telephone systems, broad streets lined with fine business blocks and comfortable dwellings. The chief industry of the town is the Granby Smelter, the largest and most complete plant of its kind in America. This smelter treats from 2,500 to 3,000 tons of ore daily, producing blister copper 98½ per cent. fine. There are many other industrial establishments, including four saw-mills, a foundry, machine shop, bottling works, etc. The churches, hospital, schools, stores and hotels are equal to those found in any western town. The merchants enjoy a good trade drawn from the surrounding district. Close to the town is the Riverside Nursery, which has twenty acres in nursery stock, comprising more than 200,000 young fruit trees and seedlings. The Covert Ranch, with over 11,000 fruit trees in bloom in the early spring, or loaded down with delicious fruit in the autumn, is the delight of every visitor to Grand Forks.

GREENWOOD, located at the junction of Twin Creek with Boundary Creek, is also an important commercial and mining centre. Roads radiate from the town in all directions, giving access to the numerous mining camps, from which it derives its trade. The British Columbia Copper Company's smelter, situated at Anaconda, a suburb of Greenwood, has a capacity of about 2,000 tons per day. The smelter and mines gives employment to about 1,000 men, mostly residents of the town. Greenwood is lighted by electricity, and is well supplied with saw-mills and other industries. There are several churches, good schools, hotels, three banks, and many wholesale and retail stores. The revival in mining and the probability of the Boundary securing more railway accommodation are accepted as sure signs that Greenwood and all the other towns in the district are on the eve of an era of great prosperity. The population of Greenwood is estimated at 2,500 to 3,000.

VERNON, is the centre and supply depot for the Okanagan District, and is surrounded by a splendid farming, cattle and fruit country. It is the terminus of the Shuswap and Okanagan Branch of the Canadian Pacific Railway, and has steamboat connection, via

Okanagan Landing, 5 miles south, with all points on Okanagan Lake. The town is pretty and homelike, the climate delightful at all seasons, and its inhabitants are prosperous and energetic. The population is about 1,800.

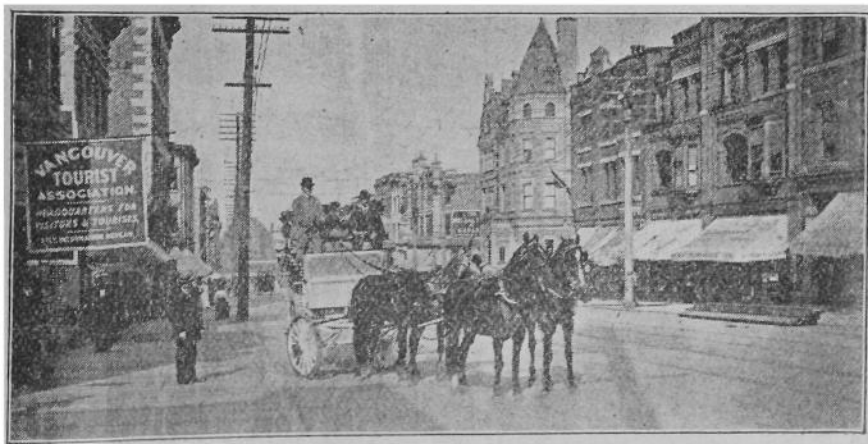
ARMSTRONG AND ENDERBY, on the Shushwap and Okanagan Railway, nine miles apart, are prosperous, growing towns and rivals for the trade of the fine agricultural country which surrounds them. Each has saw-mills, flour-mills, brick yards and other industries, while both are important shipping points for lumber, flour, fruit, and farm produce.

KELOWNA, thirty-three miles south of Vernon, is a prosperous town enjoying a good trade as the supply point for the Mission Valley and Sunnyside districts. The neighborhood is being transformed into an immense orchard and vegetable garden, and shipments of fruit and vegetables are increasing very rapidly. The town has a tobacco factory, supplied by locally grown leaf, a saw-mill, fruit packing house and other industrial establishments, and good stores, hotels, churches and schools.

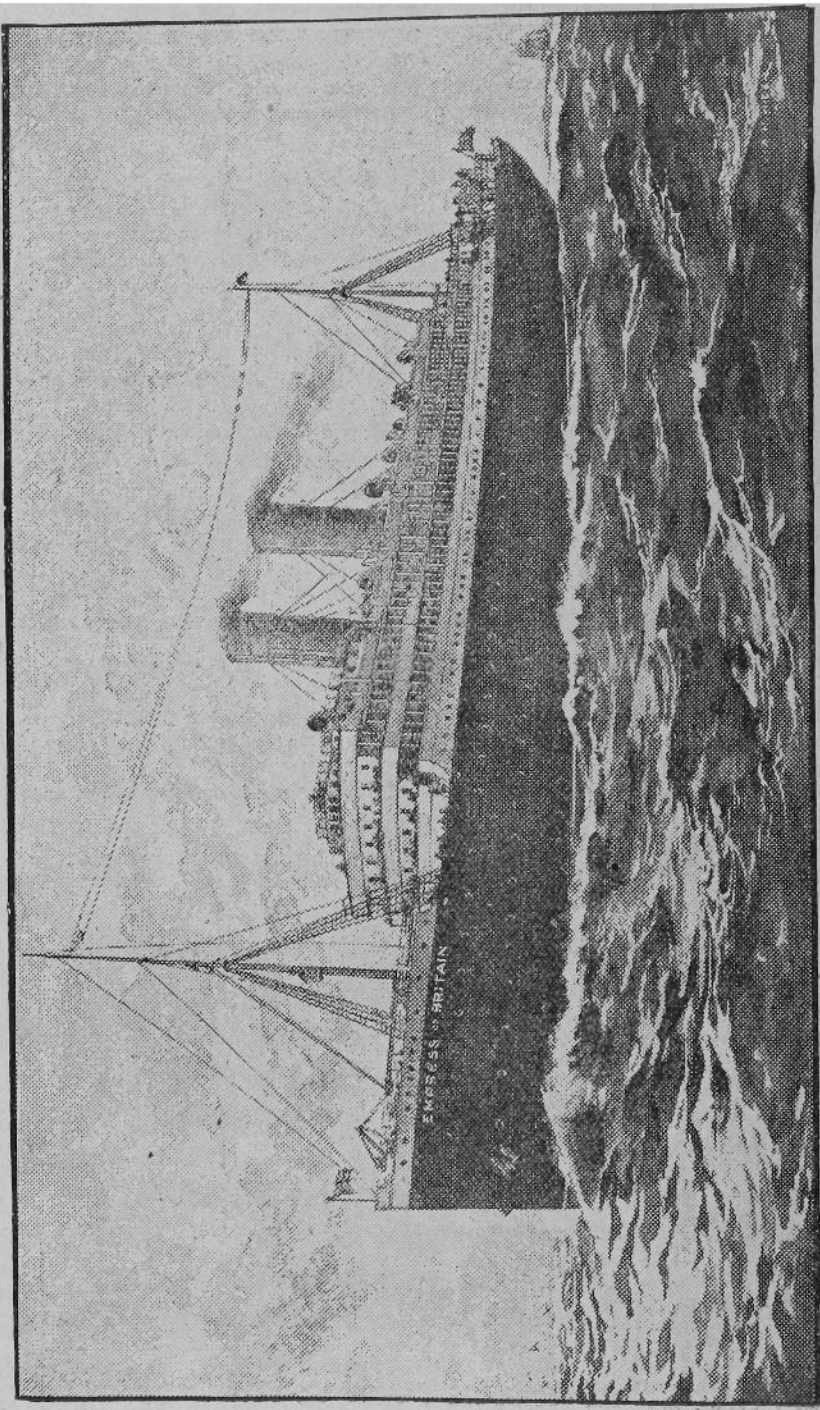
PEACHLAND AND SUMMERLAND, on the west shore of Okanagan Lake, are in the heart of the peach district and are growing steadily as the lands in the vicinity are rapidly filling up.

SICAMOUS, the gateway to Okanagan, is a station on the main line of the Canadian Pacific Railway, 334 miles east of Vancouver, and the northern terminus of the Shushwap and Okanagan Railway. It is a favorite summer resort, famed for its hotel, which is one of the best appointed and most comfortable in the province. Sicamous is a headquarters for fishermen and hunters, the neighboring lakes and mountains affording a great variety of sport.

There are many other towns and villages of growing importance in the province, of which space precludes special mention.



GRENVILLE ST., VANCOUVER, B.C.



EMPERESS OF BRITAIN

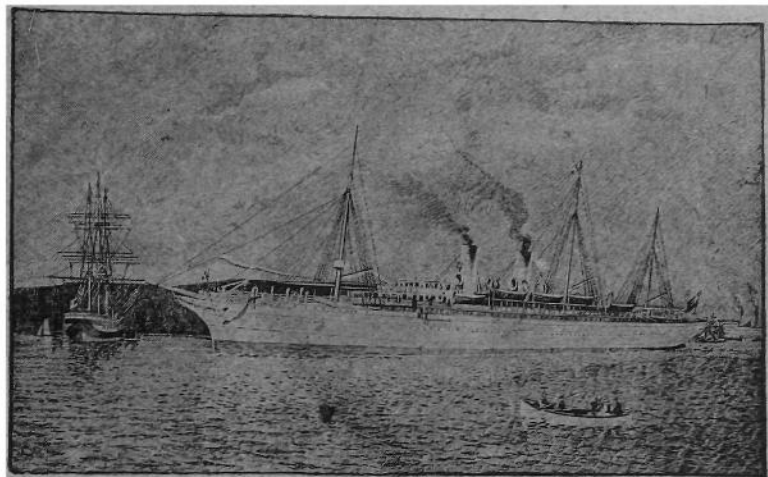
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