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**HANDBOOK**  
*of*  
**BRITISH  
COLUMBIA  
CANADA**

*From the Office of the*  
**AGENT-GENERAL FOR BRITISH COLUMBIA,  
SALISBURY HOUSE,  
FINSBURY CIRCUS, LONDON, E.C.**



P. 51  
British Columbia, Bureau of Provincial  
Information  
ENGLISH EDITION.

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1913

OFFICIAL GOVERNMENT BULLETIN.

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HAND BOOK  
OF  
BRITISH COLUMBIA,  
CANADA.

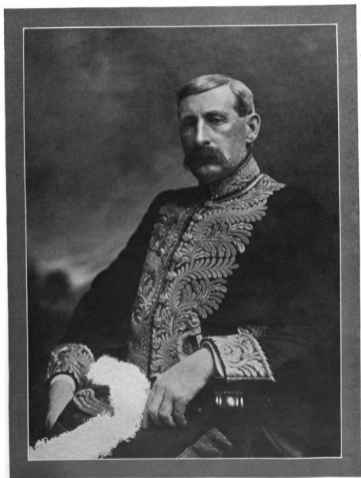
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ITS POSITION,  
ADVANTAGES,  
RESOURCES,  
And CLIMATE.  
MINING,  
LUMBERING,  
FISHING.  
FARMING,  
RANCHING,  
FRUIT GROWING.

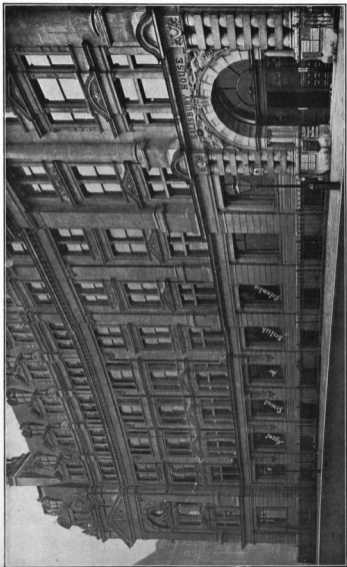
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Lieutenant-Governor—His Honor T. W. Paterson.



Offices of the Agent-General for British Columbia, Salisbury House, Finsbury Circus, London, E.C.



## BRITISH COLUMBIA, CANADA.

**B**RITISH COLUMBIA, Canada's Maritime Province on the Pacific Ocean, is the largest in the Dominion, its area being 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 49 degrees and 60 degrees 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 the Province of Alberta.

The Province is traversed from south to north by four principal ranges of mountains—the Rocky and Selkirk ranges 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 3,500 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 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 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 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."

The Coast Range is a series of massive crystalline rocks, averaging 6,000 feet in height, and a mean width of 100 miles, and descends to the Pacific Ocean. The Island Range, supposed to have been submerged in past ages, forms the group of islands of which Vancouver and the Queen Charlotte are the principal.

One of the most noticeable physical features of British Columbia is its position as the watershed of the North Pacific slope. All of the great rivers flowing into the Pacific, 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 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. The area of lake aggregates 1,560,000 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. The 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.

### HISTORICAL.

In 1537 Cortes discovered California and for nearly half a century the Spaniards were the only navigators of the North Pacific. Sir Francis Drake was the first of the British to visit the Pacific Coast, in 1578, when he raided the Spanish settlements and set up the British flag at Drake's Bay, near San Francisco, and took possession of the country in the name of Queen Elizabeth, calling it New Albion. In 1592 Juan de Fuca discovered the strait which bears his name, and Juan Perez, Quadra, Behring and others, visited the coast at intervals until 1778, when Captain James Cook cast anchor in Nootka Sound, while on a mission to discover a north-east passage to the Atlantic. After sailing north to the Arctic Ocean and naming many sounds, inlets and islands, Cook's ships sailed to the Sandwich Islands, where he was killed in a fight with natives. His vessels, the "Resolution" and the "Discovery," returned to England, however, and the reports of their crews respecting the great opportunities for fur trading aroused so much attention that several expeditions were outfitted in England and in China and India for the North Pacific trade. For several years merchant adventurers, British, Spanish and Dutch, visited the coast as rival fur traders, but it was only in 1788 that Captain Meares established a permanent settlement on Nootka Sound, where he built a ship called the North-West America. The following year a Spanish force under Don Estevan Martinez seized the settlement in the name of his sovereign, confiscated the British ships and imprisoned the crews. These lawless acts nearly caused war between Britain and Spain, but the affair was finally settled by arbitration, Spain abandoning the territory and paying an indemnity of \$210,000. Subsequently in 1792 and following years, Captain George Vancouver made a survey of the coast and established the existence of Vancouver Island, which had been a matter of dispute since the days of Juan de Fuca. The Mainland was for many years "No Man's Land," and it is due to the North-West Fur Company and the Hudson's Bay Company that that vast territory was brought to the notice of the world.

Alexander Mackenzie, who was the first man to cross the continent north of the Mississippi, reached the shore of the Pacific at the mouth of the Bella Coola River in July, 1793.

In 1800 David Thompson, travelling overland from Red River, near the present site of Winnipeg, reached the Bow River, near the present site of Calgary, and subsequently crossed the mountains and discovered the river which bears his name.

Sir Alexander Mackenzie, Simon Fraser and David Hearne also made extensive explorations and added materially to the knowledge of the great North-West and the Pacific Coast.

In 1849 the Island of Vancouver was granted to the Hudson's Bay Company for a period of ten years. A Government was established and Richard Blanchard was sent from England as Governor. He resigned in 1850 and was succeeded by James (afterwards Sir James) Douglas. An Assembly was called and held its first meeting at Victoria in August, 1856. While Vancouver Island was thus constituted a Crown Colony, the Mainland, known as New Caledonia, remained practically unknown, and inhabited only by Indians and a few fur traders. Gold was discovered on the Fraser River in 1858, and miners began to crowd into the country, making the establishment of some

form of government a necessity. Therefore the whole of the Mainland, west of the Rocky Mountains, was created a Crown Colony under the name of British Columbia.

In 1866 the two colonies were united by Act of the Imperial Parliament, and on July 20th, 1871, British Columbia became a Province of the Dominion of Canada. British Columbia entered Confederation upon the condition that within two years the construction of a railway should be begun which would connect it with the Eastern Provinces. This road is now the Canadian Pacific Railway. It was completed in 1885 and gave Canada and the Empire a great highway from the Atlantic to the Pacific.

The Provincial Government consists of a Lieutenant-Governor, appointed by the Dominion Government, an Executive Council, or Cabinet, of seven members (who are elected members of the Legislative Assembly), and a Legislative Assembly of forty-two (including the Cabinet Ministers), elected for the constituencies into which the Province is divided.

The revenue and expenditure of British Columbia for the fiscal year 1911-12 were:

Revenue ... ..	\$10,745,708
Expenditure .....	11,368,767
Balance of assets over liabilities .....	\$1,054,378

### 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 here 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 over \$400,000,000, and may be said to be only in the early stages of development; the fisheries produce an average annual value of over \$10,000,000, and, apart from salmon fishing, their importance is only beginning to be realised; there are immense deposits of magnetic and hematite iron of the finest quality, which still remain undeveloped; the agricultural and fruit lands produced approximately \$21,000,000 in 1912, 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. In 1904 the imports amounted to \$12,079,088, and the exports totalled \$16,536,328. For the fiscal year ending March 31st, 1912, the imports were \$49,346,161 and the exports \$20,272,840, an increase in the total trade

of the Province in eight years of \$41,002,584. The leading articles of export are fish, coal, gold, silver, copper, lead, timber, masts and spars, furs and skins, fish oil, hops and fruit. A large portion of the salmon, canned and pickled, goes to Great Britain, Germany, 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, Japan, China, India, Australia, Mexico and South America. 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 fish and furs. Valuable shipments of fish oil, principally obtained from dog-fish, are consigned to the United States and Hawaii. A large inter-provincial 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. Whaling, a new industry, makes an important item in the export trade.

With the shipping facilities offered by the Canadian Pacific Railway and its magnificent fleet of steamships running to Japan, China, New Zealand, Australia and Hawaii, and several British and foreign lines making regular trips to her ports backed by her natural advantages of climate and geographical position, British Columbia's already large trade is rapidly increasing.

The number and tonnage of vessels entered and cleared at British Columbia ports in 1912 was as follows:—

	Number of Vessels Inward.	Tonnage.
From the sea .....	4,933	4,584,740
Coasting trade .....	27,265	10,037,904
<b>Total .....</b>	<b>32,198</b>	<b>14,611,644</b>
	Number of Vessels Outward.	Tonnage.
For the sea .....	4,937	4,560,332
Coasting trade .....	27,626	10,380,719
<b>Total .....</b>	<b>32,563</b>	<b>14,941,051</b>

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; also steamboat connections on the inland lakes, besides its large fleet of ocean-going and coasting steamers. The railway mileage of the Province is 2,250 miles, with nearly 3,000 miles under construction.

The Canadian Pacific Railway coast service employs a large fleet of steamers, many of them model ships of their class, which ply between coast points, from Victoria, Vancouver, Seattle, Nanaimo and Ladysmith, to northern British Columbia and Alaskan ports. The Empress liners, world-famed for their speed, comfort and safety, make regular trips from British Columbia ports to Japan and China, while the Canadian-Australian liners give splendid service to Hawaii, Fiji, New Zealand and Australia.

The Canadian Pacific Railway Company operates the Esquimalt-Nanaimo Railway, running from Victoria to Alberni, on Vancouver Island, a distance of 134 miles. Extensions of the E. & N. Railway are now being built to Cowichan Lake and Comox.

The Great Northern Railway maintains connections with its main line in the United States over branches running to Vancouver, Grand Forks, Rosland, Nelson and Elko, and by ferry to Victoria.

The Grand Trunk Pacific, which will traverse Canada from Prince Rupert, B.C., to Moncton, N.B., has completed the first section of the Western Division, from Prince Rupert eastward for 181 miles, and is operating regular trains for that distance. Work is also progressing from Tete Jaune Cache westward toward Fort George. It is expected that the road will be completed in 1914. The British Columbia Division of the G.T.P. will open to settlement a vast area rich in timber, minerals (including coal), agricultural and grazing lands.

The Grand Trunk Pacific Railway Company has two steamships, the "Prince Rupert" and "Prince George," in the Coast service between Vancouver, Victoria, Seattle and Prince Rupert. These steamships are among the fastest, most commodious, and luxurious vessels on the Pacific. The Company also operates several smaller steamers in the coasting trade.

The Kettle River Valley Railway Company is under contract to build from Midway to Nicola, via Penticton, 150 miles, which will furnish direct communication between the Boundary District and the coast cities, the line to be completed by 1914.

The Canadian Northern Railway Company has a contract with the Government of British Columbia to construct a railway, to be known as the Canadian Northern Pacific, from the boundary of the Province at Yellow Head Pass, following the Thompson and Fraser River Valleys to Vancouver, and connecting by ferry with Victoria, across Vancouver Island to Alberni; thence to a point on Seymour Narrows on the east coast and to Noota Sound on the west coast. This will give the Province another transcontinental connection. The company is now building both on the Mainland and Island.

The Pacific Great Eastern Railway has begun building a line from Newport, at the head of Howe Sound to Fort George, where it will connect with the Grand Trunk Pacific.

## 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 neighbour, 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 sanatorium. 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 fine and 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 of January is 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 rainfall rather light—bright, dry weather being the rule. The winter cold is, however, scarcely ever severe, and the hottest days of summer are made pleasant from the fact that the air is dry and the nights are cool. Farther 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 theirs is the "bonanza" belt, unequalled by anything on earth.

## DISTRICTS OF BRITISH COLUMBIA.

British Columbia is divided into the following districts :—

	Acres.
Kootenay (East and West) .....	15,000,000
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

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 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 utilised 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 activity in metalliferous mining has caused a rapid increase in population, especially in East Kootenay, where it is estimated to have more than trebled since 1901.

The valleys of the Kootenay District contain large areas of arable land suitable to fruit-growing, mixed farming, and dairying. The numerous lakes and streams furnish water for irrigation, where required, and afford cheap transportation, during the season of navigation. The Columbia-Kootenay Valley extends from the Big Bend of the Columbia River to the International Boundary. At the Big Bend it merges into the Canoe River Valley, which extends northward to Tete Jaune Cache. South of Golden on the main line of the C.P.R., the Upper Columbia Valley extends southward to the Columbia Lakes, the source of the Columbia River, at Canal Flats. At this point the Kootenay River passes within a few hundred yards of the Columbia, flowing southward, while the Columbia flows north, although there is scarcely an appreciable difference in the level of the two streams. This valley, from Golden to the International Boundary, is one of the finest stretches of country in North America, for natural beauty, fertility of soil, and mineral and timber wealth. West of the Purcell Range a magnificent valley is formed by the Kootenay Lakes, while another, equally important, lies west of the Selkirk Mountains, watered by the Arrow Lakes.

### YALE.

Lying west of the Kootenays is the splendid Yale district, rich in minerals and timber, and possessing one of the largest areas 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 the 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. Among these are the Kettle Valley and the Victoria, Vancouver and Eastern Railways, which are being built through to the Coast. 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 are carried on successfully and quartz mining is making fair progress, only railway communication is needed to insure success.

### WESTMINSTER.

One of the richest agricultural districts of the Province is 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 the 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 the 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. Large coal measures have been located on the Telkwa 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 main waggon road, are several flourishing ranches which produce cattle, grain and vegetables, finding a ready market in the mining camps. Southern Cassiar and the central portion of Cariboo will be opened to settlement by the Grand Trunk Pacific Railway, the construction of which is now in progress.



The Grand Trunk Pacific Railway, entering the Province at Yellow Head Pass, will follow the valley of the Fraser River to a point at or near Fort George, thence by way of the Nechaco, Bulkley and Skeena River Valleys to Prince Rupert, Kaien Island, which has been chosen as its Pacific Coast terminus. A large proportion of the country tributary to the new railway is adapted to agriculture and stock raising, and authorities are confident that many portions are suited to fruit-growing. This country is also rich in coal and other minerals, there is an abundance of timber, and game and fish are plentiful. Already large numbers of pioneer settlers are entering the district in anticipation of the coming of the railway. Fuller particulars respecting these districts are contained in Bulletin No. 22, "New British Columbia," copies of which can be had by applying to the Bureau of Provincial Information, Victoria, B.C.

### COMOX.

The northern portion of Vancouver Island and part of the opposite Mainland is known as Comox District. The Mainland portion of Comox is rich in minerals and timber. A great deal of it is rocky and unsuited for agriculture, but the Island section embraces some of the finest agricultural lands in the Province.

### 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, is fast becoming 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, ship-building, whaling, and other branches are being rapidly developed. The Esquimalt and Nanaimo Railway, running from Victoria to Alberni, 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.

Included in the Esquimalt and Nanaimo Railway Company's grant are large areas of the finest timber in the world, consisting mainly of the 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; fruits are prolific and of first quality. Apples, pears, plums, prunes and cherries grow luxuriantly, while the more tender fruits, peaches, apricots, nectarines, grapes, etc., attain perfection in the southern districts when carefully cultivated.

The E. & N. Railway is building an extension through the Comox District, and a branch is also being built from Duncan to Cowichan Lake.

The Canadian Northern Pacific is building a line from Victoria to Alberni; thence to Duncan Bay, on the east coast, and from there to Muchalat Arm, Nootka Sound.

## MINING.

British Columbia is called the Mineral Province of Canada from the fact that she produces annually of the metals and coal about 30 per cent. of the total production of all the other Canadian Provinces combined, and this in spite of the fact that her iron and zinc deposits are still undeveloped, and that mica, gypsum and other minerals of which she has an abundance, have not yet been utilised.

The following table shows the production for two years past:—

	Production, 1911.		Estimated Production, 1912.		
	Quantity.	Value.	Quantity.	Value.	Increase.
Gold, placer .....		\$ 426,000		\$ 500,000	\$ 74,000
Gold, lode .....	223,417 ozs.	4,726,513	240,000	4,960,800	235,287
Total gold .....		\$ 5,151,513		\$5,460,800	\$ 309,287
Silver .....	1,892,364 ozs.	958,293	2,900,000	1,676,200	717,907
Lead .....	26,872,397 lbs.	1,069,521	38,000,000	1,820,000	450,479
Copper .....	36,927,666 lbs.	4,571,644	81,000,000	8,338,500	3,766,856
Zinc .....	2,634,544 lbs.	129,092	8,500,000	501,500	372,408
Total metalliferous .....		\$11,880,063		\$17,497,000	\$5,616,937
Coal .....	tons, 2,240 lbs.	2,193,562	2,650,000	9,275,000	1,599,283
Coke .....	tons, 2,240 lbs.	66,005	396,030	1,584,000	1,187,970
Building materials, &c. ....		3,547,262		4,250,000	702,738
Total value of production...		\$23,499,072		\$32,606,000	\$9,106,928

The tonnage of ore mined in the lode mines during 1911 was 1,770,755 tons, an increase over the preceding year of 158,715 tons, or 77 per cent. This total tonnage was produced by the various districts in the following proportions: Boundary, 70.25 per cent.; Rossland, 14.36 per cent.; Fort Steele, 1.74 per cent.; Coast District, 8.09 per cent.; all other districts, 5.56 per cent. The number of mines from which shipments were made in 1911 was 80, and of these only 45 shipped more than 100 tons each, while but 30 shipped in excess of 1,000 tons each. Of these latter, six were in the Nelson Mining Division, nine in the Boundary District, five in the Slokan District, four in the Coast District, three in the Trail Creek (Rossland) Division, two in Fort Steele Division and one in the Kamloops Division. There were also 153 mines which did not ship ore, on 56 of which work was done; so that the total number of working mines in 1910 was 139, employing 3,800 men.

The tonnage of coal mined in 1911 was 2,297,718 long tons, of which about 140,600 tons was made into coke.

The total mineral production recorded for the Province to the end of 1912 amounts to over four hundred and thirty million dollars.

The steady increase in production is shown in the following table:—

1890 .....	\$ 2,608,803
1895 .....	5,643,042
1900 .....	16,334,751
1905 .....	22,461,325
1906 .....	24,980,546
1907 .....	25,882,560
1908 .....	23,851,277
1909 .....	24,443,025
1910 .....	26,183,606
1911 .....	23,499,072
1912 .....	32,606,000

The falling-off in production in 1911 is accounted for by labour troubles—the coal-mines of Kootenay being closed down for eight months, affecting the output of the metalliferous mines.

The reduced prices of copper, silver and lead account for the falling off in the total value of production in 1908. To illustrate, although the output of copper was greater by 6,441,894 pounds than in 1907, the total value of copper in 1908 was less by \$1,926,295.

Considering that all the mining which has been done to date is confined to within a comparatively few miles from the railways, and that not more than 20 per cent. of British Columbia can be said to be really known, the foregoing figures show a very satisfactory progress in the mining industry. There are yet about 300,000 square miles, known to be richly mineralised, waiting to be examined by the prospector—a field such as exists nowhere else in the world.

### MINERAL RESOURCES.

Gold is distributed all over British Columbia. There are few places where "colours" may not be found for the seeking, and the metal is met with in paying quantities in almost every section. In 1904 the following districts and divisions contributed to the total production of gold: Cariboo, Quesnel, Omineca, Cassiar, Atlin, Skeena, East Kootenay, Fort Steele, Windermere, Golden, West Kootenay, Nelson, Slocan, Trail Creek, Revelstoke, Trout Lake, Lardeau, Lillooet, Yale, Grand Forks, Greenwood, Osyoos, Similkameen, Vernon, Ashcroft, Kamloops, New Westminster, Nanaimo, Alberni, West Coast Vancouver Island and Victoria. About 95 per cent. of the gold is found incorporated with silver, copper and lead ores, from which it is separated at the smelters and refineries.

Silver, which for the most part is found in conjunction with lead and copper, is also widely distributed, the districts contributing to the grand total being: Cassiar, East Kootenay, Fort Steele, Golden, Windermere, West Kootenay, Ainsworth, Slocan, Nelson, Trail Creek, Trout Lake, Lardeau, Revelstoke, Arrow Lake, Lillooet, Yale, Greenwood, Grand Forks, Osyoos, Ashcroft, Kamloops, Similkameen, Victoria, Alberni, Quatsino, Nanaimo and New Westminster. About 72 per cent. of the silver produced is obtained from silver-lead ores, the remainder being chiefly found associated with copper.

The range of copper is almost, if not quite, as wide as that of the more precious metals, the discovery of large bodies of ore being constantly reported from as yet undeveloped parts of the Province. The chief sources of copper production at present are: Boundary, Rossland, Coast, Yale, Kamloops, Nelson, Nanaimo, Alberni and Victoria Districts.

Coal is found in many sections. The principal working mines are at Ladysmith, Wellington, Nanaimo and Comox, on Vancouver Island; at Fernie, Morrissey, Michel and Carbonado in East Kootenay; and at Nicola, Yale District; but there are extensive beds of coal at several points, viz.: Quatsino Sound, Alert Bay, Port McNeil, Port Rupert and Sooke on Vancouver Island; a large deposit of anthracite on Queen Charlotte Islands; and on the Mainland in East Kootenay, Nicola, Similkameen, Tulameen, Kamloops, Bulkley River Valley, Telkwa River, Omineca and Peace River. The wide distribution and great extent of those numerous coal measures, surrounded as they are by a country of endless agricultural and mineral resources, gives assurance of prosperity to future generations for centuries to come and must be considered one of the most important assets of the Province.

Large deposits of iron ore have been discovered in various localities on the Mainland and on Vancouver and other islands, but none of them have been developed in a commercial sense. About 20,000 tons have been taken

from Texada Island to supply a small iron furnace established at Irondale, Washington, which ceased operations in 1901, but has now resumed work. The only place on the mainland where iron has been mined in any quantity, and only to the extent of 3,000 to 4,000 tons, is at Cherry Creek, near Kamloops, the magnetite being shipped to Nelson for use as a flux in lead smelting. At Bull River, Grey Creek and Kitenener, in East Kootenay, are iron deposits of considerable extent, as well as near Trail, West Kootenay. Iron also exists in large bodies at Sechelt, and near Fort George. The principal deposits occur on Vancouver Island, and are of large extent and conveniently situated for manufacturing purposes. The growing demand of all the country west of the Rocky Mountains for manufactures of iron and steel and the increasing Oriental trade should be an inducement to capital to establish an iron industry in this Province, where all the necessary elements are found in abundance and so closely grouped as to ensure economic production. It may be added that the iron ores of Vancouver Island are of exceptionally high grade, and almost wholly free from sulphur and phosphorus. The principal deposits are on the Gordon River, Bugaboo Creek, and Barkley Sound, all within a short distance of Victoria, and on Quatsino Sound on the west coast.

Besides those mentioned above, British Columbia has deposits of almost every known economic mineral. Amongst these may be mentioned zinc, plumbago, platinum, cinnabar, molybdenum, chromic iron, manganese, asbestos, mica, magnesite, asphaltum, gypsum, schulite, aquerite, pyrites, osmiridium and palladium. Several of these have been found in workable quantities, while others are mere concurrences, the extent of which has not yet been ascertained.

Much attention is now being given to the petroleum fields of South-East Kootenay, where a large area of oil-bearing strata is known to exist. Several companies have been formed and the reports of progress are encouraging, leading to the hope of the establishment of a new and important industry. Specimens of oil from the Flat Head Valley and other localities are of superior quality and singularly free from impurities.

Marble, granite, sandstone, lime, brick and fire clay, cement and pottery clay are well distributed and are being utilised to meet local demands. Considerable lime and cement is now being manufactured for domestic use, and exportation and the trade is increasing satisfactorily. A form of slate is found on one of the Queen Charlotte Islands which cuts easily, hardens with exposure and takes a fine polish.

### SMELTING AND REFINING.

The smelting industry has fairly kept pace with the mining development. In the early days of mining several smelting plants were installed before there was ore mined or blocked out with which to supply them and consequently some heavy losses were sustained by too sanguine promoters. These costly lessons made capital over-cautious, and for some years practically all the ore mined was sent abroad for treatment. The development of mining on business principles, which followed the "wild-catting" period common to all new mining countries, eventually restored confidence and smelting soon grew to be an important and profitable industry. Expert metallurgists and chemists and skilled mechanics experimented till the most economic methods and processes were devised for treating the different classes of ores, and to-day British Columbia has five smelters and one lead refining plant in operation, with a combined daily capacity of about 7,500 to 10,000 tons of ore. These plants are distributed as follows: Grand Forks (Granby Smelter), Greenwood and Boundary Falls, in the Boundary District; Trail, Canadian Smelting Works (including lead and copper smelting works, a lead refining plant, and a sheet lead and lead pipe manufacturing plant). There are several other smelters, which are not working at present, owing to the depression in the metal market.

The cost of mining and smelting has been gradually reduced in the older established camps, thanks to the introduction of the most modern machinery and intelligent and scientific management, until it is now reported to be about the lowest in the world. A leading scientific journal, published in the United States, said recently :—

“Ten years ago the idea of smelting for \$1 a ton and mining for \$1.10 a ton would have been scouted as impossible. Yet this has been done at the Granby Mines (British Columbia), with an exceptionally favourable ore and exceptionally well applied skill. In Tennessee, with low priced labour and fuel, they smelt copper-bearing pyrrhotite for \$1.30 per ton.”

### PROGRESS OF MINING.

Established as an industry in 1858, placer gold mining progressed rapidly. The output in 1858 was \$705,000, in 1863 it had increased to nearly \$4,000,000. The fame of British Columbia's gold fields had reached the ends of the earth and adventurers crowded from all quarters to share in the golden harvest. After 1868 the output of the placers decreased, but they continued to produce an average considerably over \$1,000,000 per annum until 1882, when the industry gradually declined until hydraulic and dredging operations placed it again on a substantial footing. The output for six years past has averaged close to \$1,000,000 annually, with several companies operating on a large scale in the northern districts of the Province.

Lode mining had a small beginning, the first record of production being 1,170 ounces, worth \$23,404, in 1893, which had increased in 1905 to 238,660 ounces, valued at \$4,933,102. The output in 1910 was 267,701 ounces, valued at \$5,533,380.

Silver-lead mining was established in Slocan District about 1886, and in 1887 the first output of silver and lead is recorded. It amounted to 17,690 ounces of silver, valued at \$17,331, and 204,800 pounds of lead, valued at \$9,216. Access to the mineral zone, which includes Rossland and many other mining camps, was difficult, and it was not until the construction of railways that lode mining assumed important proportions.

In 1894 the Province began the export of copper, the output for that year being 324,680 pounds, of the value of \$16,243. In ten years (1904) the production reached 35,710,125 pounds, worth \$4,578,037, and in 1910 the totals were 38,243,934 pounds, worth \$4,871,512.

The history of coal mining dates back to 1838, when the Hudson's Bay Co. developed a coal deposit at Susquash, between Port McNeill and Beaver Harbour, Vancouver Island. In 1850 coal was discovered at Nanaimo and in 1853 2,000 tons were shipped to California and sold at \$38 per ton. In the intervening years the production of coal has increased steadily with the requirements of the market. The collieries have produced to the end of 1908, 27,621,000 tons, valued at \$80,500,000. The establishment of smelters created a demand for coke, the manufacture of which began in 1895, the production increasing yearly with the demand. The output in 1910 was 2,800,000 tons, valued at \$9,800,000.

### SYNOPSIS OF MINING LAWS.

The mining laws of British Columbia are very liberal in their nature and compare favourably 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 titles, especially for mineral claims and hydraulic leases, are absolutely 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 a holder of a valid 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 distance from a registrar's office from the 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, any additional sums of \$100 each (but not less than \$100) may be recorded and counted as assessments for the following years. When assessment work to the value of \$500 has been recorded the owner of a mineral claim is, upon having the claim surveyed, and on payment of a fee of \$25.00 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 farther 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 authorise suspension of work under certain conditions and also to grant rights-of-way to facilitate working of claims. No special privileges 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 for 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 half a 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 five miles, rental \$50 per mile, development work \$1,000 per mile per annum, and a royalty payable to the Government of 50 cents per ounce of gold mined.

Mineral or placer claims are not subject to taxation unless Crown-granted, in which case the tax is 25 cents 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 land, and personal property tax in respect of sums so produced, so long as the land is used only for mining purposes. A royalty of 50 cents per 1,000 feet is charged on all timber taken from the land for mining uses.

Applications for coal or petroleum prospecting licences 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 licence 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 cents and a tax of 10 cents per ton of coal mined, 9 cents on coke, and 12½ cents 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.

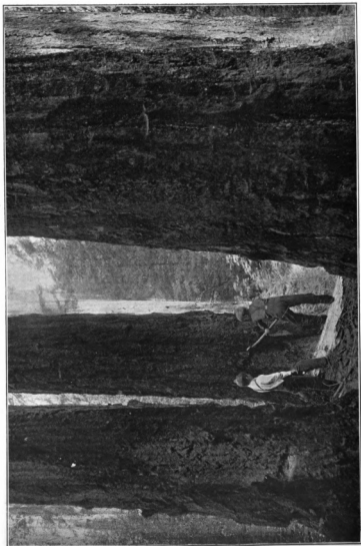
Fees payable are: For a free miner's certificate, \$5 per annum; records \$2.50 each; leases under "Placer Mining Act," \$5, etc. Incorporated companies pay for a free miner's certificate \$50 per annum, where the nominal capital is \$100,000 or under, or \$100 where it exceeds that sum.

### **MINERS' WAGES.**

The current wages paid in and about the mines are as follows: Miners, \$3 to \$4 per day (12 to 16 shillings); helpers, \$2 to \$3 (8 to 12 shillings); labourers, \$2 to \$2.50 per day (8 to 10 shillings); blacksmiths and mechanics, \$3 to \$5 per day (12 to 20 shillings). Board is usually \$7 (28 shillings) per week at mining camps.

### **ASSAY OFFICES.**

The Provincial Government Assay Office at Victoria purchases gold from the miners at its full value less charges of assaying, which usually amount to less than one-half of one per cent. The Dominion Government also maintains an assay office at Vancouver, where gold is bought on the same terms.



Giant B.C. Fir Trees.



## LUMBERING.

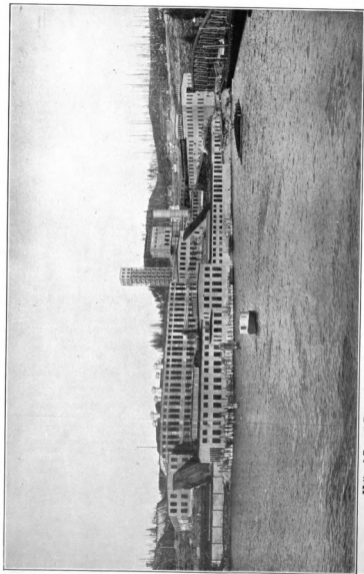
Next to her great industry of minerals, the most readily available, if not the most important, of British Columbia's natural resources is her immense timber reserve. This Province may now be said to possess the greatest compact area of merchantable timber in North America. As far north as Alaska the 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, grows as far north as 51 degrees, 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.

The trees indigenous to the Province are: white fir, western white fir, mountain balsam, large-leaved maple, vine maple, red alder, arbutus, western birch, canoe birch, western dogwood, red cedar, American larch, mountain larch, western larch, white spruce, western black spruce, black spruce, white-marked pine, scrub pine, white mountain pine, yellow pine, western crab-apple, balsam, poplar, cottonwood, aspen, cherry, Douglas fir, western white oak, lance-leaved willow, willow, western yew, giant cedar, yellow cypress or cedar, western hemlock, Alpine hemlock.

There are 272 sawmills in the Province (including twenty-two situated in the Dominion Railway Belt), employing about 5,000 men and producing, in 1912, 1,330,000,000 feet B.M. The area of Provincial Crown lands alienated by Crown grant, lease, and licence to date aggregates 12,165,134 acres. There are also over sixty shingle-mills with an aggregate daily capacity of 5,000,000 shingles. Many of the big mills are furnished with sash and door factories, planing-mills, and other woodworking machinery. It is estimated that the capital invested in the lumber business is over \$200,000,000.

## PULP AND PAPER.

As a field for the manufacture of paper pulp and paper, 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 other places, for her pulp wood borders the ocean or the numerous rivers and streams which furnish easy and cheap communication with deep water harbours. With transportation charges at a minimum and an unlimited supply of raw material of the very best quality, British



**Mills of Powell River Co., Ltd. (manufacturers of News Print Paper), at Powell River, B. C.**

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 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 favour of this industry is the density of the 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 was the formation of several companies, of which the following are now in operation: The British Canadian Wood Pulp and Paper Co., with mills at Port Mellon, Howe Sound; The Powell River Paper Co., Powell River; The Swanson Bay Forests, Wood Pulp and Lumber Mills, Swanson Bay, Millbank Sound; and the Ocean Falls Co., Ocean Falls, Cousins inlet. It is reported that these companies have orders for all the pulp and paper which they can produce.

The local market takes a considerable and increasing quantity of the products of these mills, which also find good customers in Japan, China, Australia, and other countries bordering the Pacific Ocean.

## FISHERIES.

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The coast of British Columbia, embracing all the sea-front which lies between the 49th and 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 Mainland shore line, not including Vancouver Island and the Queen Charlotte Islands, exceeds 7,000 miles, while thousands of islands shelter the inshore waters from the fury of ocean storms. This vast maze of 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 recognised. 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 great industries of the Province.

In 1910 British Columbia produced 10,314,755 dollars' worth of fish, the highest total value reached by any individual Province in the history of the fisheries of Canada. Of this total, \$7,763,724 was derived from salmon, \$1,065,325 from halibut, and \$547,900 from herring. In 1911 the catch was valued at \$11,000,000, while 1912 shows an output of \$13,677,125, an increase of \$3,363,370 in two years. This great increase is accounted for in the fact that new methods have been adopted, and that the fishing companies no longer confine their efforts to the taking of salmon, halibut, and herring, but catch all kinds of edible fishes, which in the past were allowed to go almost unmolested.

The principal food fishes of the North Pacific are: Salmon (five varieties, viz.: sockeye, spring or tye, coho, humpback and dog), halibut, cod (several varieties), herring, sturgeon, bass, oolachans, smelts, perch, trout, skil, sardines, anchovies, shad, oysters, clams, crabs, shrimps and prawns. Whales are very plentiful along the coast and in Behring Sea, and a whaling company, operating several steam whaling ships on the west coast, is doing a profitable business. 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 numbers.

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 1910 the total Canadian catch of halibut was 23,232,308 pounds, of which British Columbia supplied 21,706,000

Herring of excellent quality are taken on the coast, 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. During the season of 1910, 29,225 tons of herring were taken at Nanaimo, most of which was shipped to Japan. 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 is a delicious fish, delicate in flavour, and should afford profitable business if canned or otherwise preserved for export.



Unloading the Fish, Manatmi Herring Fishery.

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, &c., could be made to pay handsomely, while giving employment to a large number of people.

Whales are plentiful along the coast and in the North Pacific. The Pacific Whaling Company has established three stations on the coast of Vancouver Island and its operations are proving highly profitable. The bulk of the whales taken are of the sulphur bottom variety, averaging 70 to 85 tons in weight and from 60 to 80 feet in length.

Sealing was at one time an important source of profit to British Columbia, but the business decreased rapidly owing to restrictions imposed by the Behring Sea Commission and the destruction of the seal-herds. In seven years, from 1903 to 1910, the catch fell from 26,300 to 3,740 skins. The recent agreement between Great Britain, Russia, Japan, and the United States put an end to the industry, and the British Columbia sealing fleet is now a thing of the past.

Apart from the commercial aspects of British Columbia 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 greater numbers every fourth year. These are called "big years," and fishermen and canners make special preparations for them. In 1901, a big year, 1,247,212 cases of salmon were put up in British Columbia, worth \$5,986,000, and containing 12,500,000 fish, weighing 60,000,000 pounds. The figures for 1905, another big year, were 1,167,822 cases. In 1906 the pack consisted of 629,460 cases, in 1907, 547,459 cases, and in 1908, 543,689 cases. These were average years.

## AGRICULTURE.

British Columbia's vast area (two hundred and fifty million acres) is largely made up of forest, woodland and mountains. It is therefore difficult to estimate with exactness the extent of her agricultural lands. Professor Macoun, a recognised authority, says, "all the country south of the 52nd parallel and east of the Coast Mountains is a grazing country up to 3,500 feet and a farming country up to 2,500 feet, where irrigation is possible." This would give, roughly speaking, forty-six million acres of arable and pasture land in what may be called the Southern Belt. But a large portion of this is covered with timber, too valuable to sacrifice even in the promotion of agriculture. The recognized and partly developed agricultural districts of Southern British Columbia include about three million acres, occupied or immediately available for cultivation.

In the Central Belt, lying between the 52nd and 56th parallels, the country to be served by the Grand Trunk Pacific and Canadian Northern Pacific Railways, the available arable and pasture land is estimated at eleven million acres, while the Northern Belt, between the 56th and 60th parallels, including the great plateaux of Cariboo, Cassiar and Omineca may be credited with at least a like quantity of cultivable land. Dr. G. M. Dawson, whose estimates have invariably been found correct, considered six million four hundred thousand acres of that country fitted to wheat growing, and as it is in the same latitude as Northern Alberta, where the best wheat in the world is grown, his opinion may be accepted without question. It is an indisputable fact that barley, oats, clover, timothy, and all the ordinary garden vegetables grow to perfection on land that will not produce wheat, and when it is considered that all these, and wheat in addition, are successfully grown at Dawson, 250 miles north of the northern boundary of British Columbia, it must be conceded that British Columbia is destined to become a very important agricultural country when these waste places are settled and brought under cultivation.

The contour of the Province is apt to give a stranger a false impression, as very little agricultural land can be seen from the main routes of travel, by railway or steamboat. In the valleys one often seems hemmed in by mountains, which, as a fact, are many miles away, the intervening foothills serving to hide extensive benches, prairie-like flats and small valleys, all more or less capable of cultivation. This is strikingly illustrated in the Okanagan, Columbia and other valleys in the Southern Belt. In the Central and Northern Belts, while the same conditions exist to a certain extent, there are more extensive stretches of open, undulating prairie, dotted with groves of small timber, and plentifully watered by rivers, creeks and lakes—beautiful, park-like country.

The capabilities of the soil of these immense districts are practically unlimited. All of it that is not too elevated to serve only for grazing purposes will produce all the ordinary field crops. It has been practically shown that apples will flourish as far north as the 55th parallel (north of that their cultivation has not yet been tried), while in the Southern Belt grapes, peaches, apricots, &c., are produced in large quantities.

### DIVERSIFIED FARMING.

The advantages of diversified farming over special farming are many and important, and there is scarcely a district in British Columbia in which diversified farming may not be carried on more profitably than any special branch of the industry. Large areas which require irrigation and are now used for grain growing and stock raising will at no distant day be supplied with water and will afford men of moderate means the opportunity to acquire homes and pursue general farm work under conditions similar to, but more advantageous and profitable than the Eastern Provinces.

Irrigation, though far from general, has already wrought a change in agricultural methods in those districts in which it has been introduced. Many who have had no experience with irrigation entertain the feeling that it is suited to special farming 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 realise 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.

### AGRICULTURAL OPPORTUNITIES.

The opportunities for profitable diversified farming are practically unlimited. The demand for every product of the farm is great and ever increasing, the present supply being wholly inadequate for the local market.

Under a system of small land holdings, with diversified field culture, every object of cultivation is highly profitable, because produced by labour that might otherwise be unproductive.

### DAIRYING.

Dairying pays handsomely, especially in cases where the farmer is not obliged to employ skilled labour 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. 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 land 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 favourable to the dairying industry. Clover, one of the most valuable plants in cultivation, is practically a weed in British Columbia west of the Coast Range. Once it gets established in the soil it is almost impossible to get it out. Lucerne, or alfalfa, is succeeding admirably. In Okanagan Valley, Thompson River Valley and many other points three heavy crops of this nutritious fodder are produced annually.

There are several co-operative and private creameries established in the Province, all doing well and earning satisfactory dividends. The Provincial Government aids the establishment of co-operative creameries by loaning the promoters one-half of the cost of the creamery building, plant and fixtures, repayable in eight instalments with interest at five per cent., the first of such instalments to be paid at the expiration of three years, and the other seven annually thereafter.

The Government assists the establishment of cheese-factories on the same terms as those in which aid is granted to creameries.

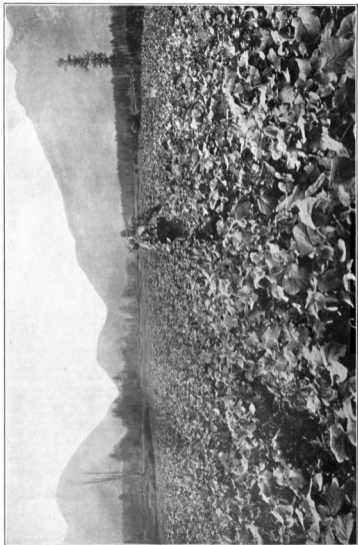
With the growth of the cities and towns the business of supplying milk and cream is becoming an important and profitable branch of the dairying industry.

## POULTRY RAISING.

Poultry raising is an important branch of general farming which is gradually developing in British Columbia, but not to the extent which its importance warrants. The home market is nowhere nearly supplied either with eggs or poultry, large quantities being imported from Manitoba, Ontario, California, Washington, Nebraska and Oregon. The value of eggs and poultry imported in 1912 was \$1,840,467. Good prices prevail at all seasons, the average wholesale prices for eggs on the coast being: Fresh eggs, 35 cents per doz.; case eggs, 22 cents per doz.; while the retail price for fresh eggs averaged 37½ cents per doz., ranging from 25 cents to 75 cents. Fowls bring from \$6 to \$9 per doz.; chickens, \$8 to 10\$, ducks, \$6 to \$12; geese, \$2 to \$3 each, and turkeys from 25 to 35 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 reap a profit of at least \$1 per head per annum." Where co-operative methods are adopted much larger returns are made.

Actual experience shows that the business is very profitable. In a recent report to the Department of Agriculture a well-known farmer,



Turnip Field, Pemberton Meadows.

residing at Colquitz, Vancouver Island, gives the following results from 150 hens:—

#### 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 at \$1.05 per bushel .....	\$105 00
50 bushels barley at 60 cents per bushel.....	30 00
Sundries.....	25 00
	<hr/>
	\$160 00
	<hr/>
Net profit .....	\$290 00

Practically every portion of British Columbia is suitable for poultry-raising. In the coasts districts and adjacent islands hens, ducks, and geese can be bred to great 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.

### 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 by local mills, at Enderby, Armstrong and Vernon. Until the central and 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 grains and prices are as follows:

Wheat, bushels per acre .....	25-62 ;	Price per ton .....	\$38 00
Oats, " " .....	39-05 ;	" " .....	35 00
Barley, " " .....	33-33 ;	" " .....	35 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.

### ROOT CROPS.

Potatoes, turnips, beets, mangolds and all 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 \$1.60 per sack, while carrots, turnips, parsnips and beets sell at an average of about 60 cents per bushel.

### 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. An exhibit of British Columbia hops, sent to the New Zealand International Exhibition in 1906, was greatly admired and was the means of opening a new market for this product.

### 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 favourable circumstances. Hay averages about 1½ tons to the acre and the average price \$17 to \$18.

### SPECIAL PRODUCTS.

Tobacco growing has proved successful in several districts, notably in Okanagan, where a leaf of superior quality is produced. Tobacco of commercial value will grow in almost any part of Southern British Columbia. Following is an estimate of the cost of producing an acre of good tobacco in Okanagan:—

Irrigating .....	\$ 1 80
Planting .....	5 25
Cultivating .....	5 50
Topping .....	40
Stripping .....	7 50
Harvesting .....	15 00
	<hr/>
	\$35 45

An average crop would be 1,500 pounds, but often 2,000 pounds or more are raised.

The crop should sell as follows:—

1,000 pounds at 13 cents .....	\$130 00
250 " " 10 " .....	25 00
250 " " 6 " .....	15 00
	<hr/>
	\$170 00

A net profit of \$134.55.

Experiments have proved that the soil and climate in and about Victoria are admirably adapted to the production of flowering bulbs, and quite a large business has been established. There is a good market for all the bulbs that can be grown, as the bulk of those used in North America are imported from Europe, and the Pacific Coast alone uses fifty million annually. The profit to be derived from bulb growing is estimated at over \$2,000 per acre.

The importance of apiculture is beginning to be recognised 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 limited 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.

### LAND CLEARING.

Companies are being formed with the object of taking contracts to clear land and prepare it for cropping at a fixed price per acre, according to the density of the forest growth. These companies, wherever possible, calculate to utilise the timber and cordwood so that the cost of clearing will be reduced to a minimum.

### IRRIGATION.

As already observed, a very considerable percentage of the agricultural land in the southern interior districts requires irrigation 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 source of supply stands in the way of individual attempts at irrigation, and necessitates co-operation and 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, Kamloops, Nicola and Columbia 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 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.

### 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 headwaters of the Columbia River), in West Kootenay, and on the north-west coast of Vancouver Island. The Government of British Columbia early recognised 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 reclaiming 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 coast 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.

### LIVE STOCK.

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 Dairymen's and Live Stock 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 markets in the interests of the farmers.

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 regard to 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 favourable 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 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

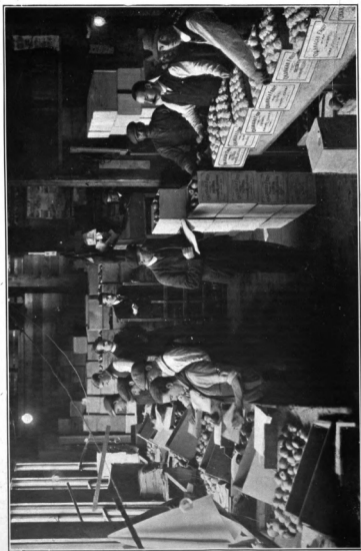
always be prized for its hardihood and endurance, the tendency everywhere is for a better class of animal. The horses exhibited at the Exhibition at New Westminster and horse-shows at Vancouver and Victoria compare favourably with those of any country in the world.

#### PRICES OF LIVE STOCK.

Draught horses .....	\$500 to \$900 per team.
Farm horses .....	\$500 to \$ 00 per team.
Roadsters .....	\$175 to \$250 each.
Hackneys .....	\$400 to \$2,000.
Oldendale, Percheron and Shire Stallions .....	\$800 to \$5,000 each, and up.
Breeding mares.....	\$300 to \$500.
Ranch cattle .....	4 to 7 cents per pound, live weight.
Dairy cows .....	\$60 to \$120 each to \$500.
Calves .....	9 cents, live weight.
Sheep .....	5½ to 6¼ cents, live weight.
Lambs .....	25 to 28 each.
Hogs .....	8 to 10 cents, live weight.
Wool .....	14 cents per pound.

#### PURE BRED STOCK.

The Dairymen's and Live Stock Association is 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 recognised as reliable by the Dominion 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. Further, no pure-bred cattle are accepted by the railways for shipment to British Columbia unless accompanied by a certificate showing that the animals have successfully passed the tubercular test.



Packing the apples in the Kelowna Farmers' Exchange, 1910.



## 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; in 1905 a car lot exhibited in London won the first prize from all competitors, while no less than eight medals were awarded the individual exhibits which made up the collection. Again, in 1906, 1907, 1908, 1909, and 1910 collections of British Columbia apples won the gold medals of the Royal Horticultural Societies of England and Scotland, and several silver and bronze medals were awarded to individual British Columbia fruit growers. In 1910 the Royal Horticultural Society of London awarded the Hogg Memorial gold medal, the highest prize in the Empire, to British Columbia fruit. His Majesty, the late King Edward VII., made a special visit to the British Columbia exhibit and expressed his appreciation in the following message to the Provincial Government:

"I congratulate the Government of your Province on the beautiful exhibit which they have made."

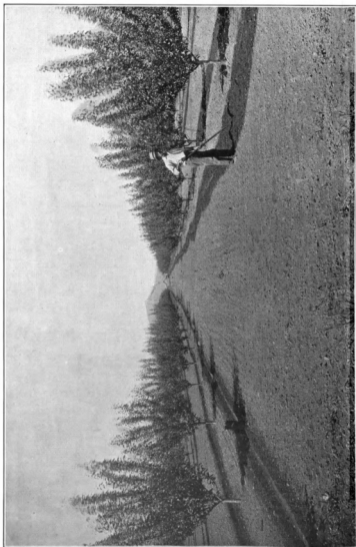
The collection was broken up and portions exhibited at twenty-four of the principal cities of Great Britain and Ireland, winning seven gold and six silver medals, besides numerous awards of merit.

This is proof positive 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 honours bestowed upon British Columbia fruit in Great Britain were eclipsed in a measure by the victory achieved at the Annual Convention of the North-West Fruitgrowers' Association, held at Vancouver in 1907, when British Columbia won two first, one second and three third prizes in competition with fruit from Oregon and Washington, a confirmation of the contention that the apple attains its perfection in the more northern latitudes. In December, 1908, British Columbia apples won thirteen first prizes out of fourteen entries, and over \$4,000 cash, in competition with the principal apple growing districts in the United States, at the National Apple Show, Spokane, Washington.

In 1909 British Columbia made a still better showing at Spokane, winning twenty-six first, twenty-eight second and three third prizes. Twenty-three States of the Union were represented at this show. British Columbia fruit also won the gold medal at the National Exhibition at Toronto.

The fruit industry of British Columbia is still 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



Showing Mr. Mansfield's orchard and method of applying the water to the trees, Kelowna, B.C.

produce all the fruits of the temperate zone. The recognised fruit districts include the southern part of Vancouver Island and the Gulf Islands, Lower Fraser River Valley, Thompson River Valley, Shuswap Lake, Okanagan, Nicola, Spallumcheen, Osoyoos, Similkameen, Boundary, 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, Grande 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 degrees 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 jumped to 29,000, and 20,000 acres were added in 1906, and it is estimated that at the close of 1908 there were 100,000 acres planted in fruit. Ten years ago British Columbia did not produce enough fruit to supply her own population.

Figures furnished by railway and express companies show that fruit and vegetable shipments are increasing rapidly in the Province. The total shipments by rail in 1902 were 1,956 tons; in 1907, 4,743 tons; in 1908, 6,498 tons; in 1910, 8,745 tons; and in 1911, 18,902 tons.

In 1912 the production of fruits and vegetables was as follows:—

Apples .....	11,325 tons;	value, \$	526,800
Other fruits .....	2,341 " "	" "	120,000
Berries .....	828 " "	" "	175,000
Vegetables .....	173,000 " "	" "	2,039,000
Total value.....			\$2,860,800

## PEACHES, GRAPES AND OTHER FRUITS.

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 possesses an exceptionally fine flavour. Peach growing gives promise of becoming an important industry in Okanagan, where the area of young orchards is increasing rapidly. 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.

Nectarines, apricots, figs, almonds and several other 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.

### PROVINCIAL GOVERNMENT LANDS.

#### CROWN LANDS.

"Crown Lands" mean and include such ungranted Crown or public lands as are within, and belong to His Majesty in right of the Province of British Columbia, and whether or not any waters flow over or cover the same.

#### TIMBER LANDS.

Timber lands (that is lands which contain milling timber to the average extent of 8,000 feet per acre west of the Cascades—Coast Range—and 5,000 feet per acre east of the Cascades—Coast Range—to each 160 acres) are not open to pre-emption, purchase or lease.

By Order in Council, dated December 24th, 1907, the Government placed a reserve on all timber lands undisposed of at that date, consequently no more licences to cut timber will be issued until otherwise determined.

#### PRE-EMPTIONS.

Crown lands, where such a system is practicable, are laid off and surveyed into quadrilateral townships, containing thirty-six sections of one square mile each. Any person, being a British subject, and being head of a family, a widow, a feme sole who is over eighteen years of age and self-supporting, a woman deserted by her husband, a woman whose husband has not contributed to her support for two years, a bachelor over the age of eighteen years, or any alien, upon his making a declaration of his intention to become a British subject, may, for agricultural purposes only, record any tract of unoccupied and unreserved Crown lands (not being an Indian settlement) not exceeding 160 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.

Pre-emptions cannot be staked by an agent.

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 sixty days after recording, and must continue to occupy it.

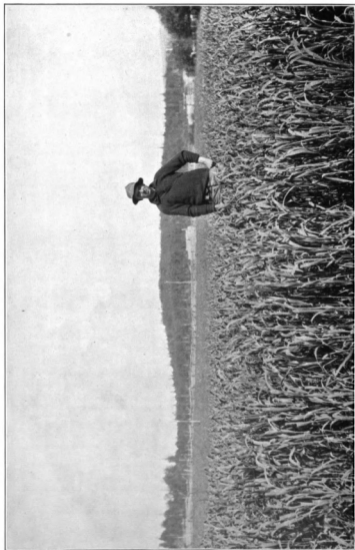
Continuous absence for a period longer than two months consecutively, of the settler or family, is deemed cessation of occupation; but leave of absence may be granted not exceeding six months in any one year, inclusive of two months' absence.

Land may be 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 ratification of the boundaries), within five years from the date of recor'



[American Banner Oats sown May 5th, 1911, on newly broken land Fort Fraser. Photo taken July 26th, 1911.

A pre-emptor of surveyed land, or of unsurveyed land after survey has been made, upon proof in declaration in writing of himself and two other persons of occupation for three years from date of pre-emption, and of having made permanent improvements on the land to the value of \$5 per acre, including the clearing and bringing under cultivation of at least 5 acres, on producing the pre-emption certificate, obtains a certificate of improvements.

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

Two, three or four settlers may enter into partnership with pre-emptions of 160 acres each, and reside on one homestead. Improvements amounting to \$5 per acre, and clearing and cultivating at least 5 acres for each pre-emption held by them on some portion thereof, will secure Crown grant for the whole.

Coal, petroleum, and natural-gas lands do not pass under grant of lands acquired since passage of Land Act Amendment of 1899.

Timber lands are not open to pre-emption.

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

The heirs or devisees of the settler are entitled to the Crown grant on his decease.

#### PURCHASES.

Crown lands may be purchased to the extent of 640 acres, and for this purpose are classified as first and second class, according to the report of the surveyor.

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. All other lands other than timber lands, shall rank and be classified as second-class lands. Timbered lands (that is, lands which contain milling timber to the average extent of 8,000 feet per acre west of the Cascades (Coast Range), and 5,000 feet per acre east of the Cascades (Coast Range), to each 10 acres), are not open for sale.

The minimum price of first-class lands shall be \$10 per acre, and that of second-class lands \$5 per acre: Provided, however, that the Minister of Lands may for any reason increase the price of any land above the said prices.

No improvements are required on such lands unless a second purchase is contemplated. In such case the first purchase must be improved to the extent of \$3 per acre.

When the application to purchase unsurveyed land is filed the applicant shall deposit with the Land Agent of the district a sum equal to 50 cents per acre on the acreage applied for. When the land is finally allotted the purchaser shall pay the balance of the purchase price. Surveyed lands may be purchased by paying 25 cents per acre with the application and the balance in three equal annual instalments with interest at 6 per cent. per annum. South African War Scrip is not accepted in payment for land.

## LEASES.

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 purpose whatsoever, except cutting hay as aforesaid, for a period not exceeding twenty-one years.

Leases shall not include a greater area than 640 acres. Leased lands may be staked by an agent.

## EXEMPTIONS.

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 post four or more inches square and four or more feet high above the ground—a tree stump squared and a proper height will do—at one angle or corner of the claim and mark upon it his name and the corner or angle represented, thus:—

"A. B.'s land, N.E. corner post" (meaning north-east corner, or as the case may be), and shall post a written or printed notice on the post in the following form:—

"I, A. B., intend to apply for a pre-emption record of  
 \_\_\_\_\_  
 acres of land, bounded as follows:—Commencing at this post  
 thence north \_\_\_\_\_ chains; thence east \_\_\_\_\_ chains; thence south  
 \_\_\_\_\_ chains; thence west \_\_\_\_\_ chains (or as the case may be).

"Date."

"Name (in full),

2. After staking the land, the applicant must make an application in writing to the Land Agent 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 Land Agent 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. Sixty 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 Agent 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. After the pre-emptor has resided on the land for three years and made improvements amounting to \$5 per acre, including the clearing and bringing under cultivation at least 5 acres, he shall be entitled to a Crown grant of the the land on payment of a fee of \$10.

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

12. A pre-emption cannot be staked or recorded by an agent.

13. Timber lands (that is, lands which contain milling timber to the average extent of 8,000 feet per acre west of the Cascades—Coast Range—and 5,000 feet per acre east of the Cascades—Coast Range—to each 160 acres) are not open to pre-emption.

### 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, Saskatchewan, Alberta 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 160 acres on any unoccupied Dominion 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.

The Dominion Government also owns 3,500,000 acres in the Peace River District.



Uclulet: A Country Road.

**CANADIAN PACIFIC LANDS.**

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. Price, \$5 per acre and upward.

*Second Class Lands.*—Lands which are suitable for agricultural purposes only when irrigated. Price, \$2.50 to \$5 per acre.

*Third Class Lands.*—Mountainous and rocky tracts of land, unfit for agricultural purposes, and which cannot under any reasonable condition be brought under cultivation. Price, \$1 to \$2.50 per acre.

The minimum area sold is 160 acres, 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.

Land sold at \$1 per acre must be paid for one-fourth cash, and the balance in three equal annual instalments.

Land sold at \$2.50 per acre must be paid for one-fifth cash, and the balance in four equal annual instalments.

Land sold at \$5 per acre must be paid for one-eighth cash, and the balance in seven equal annual instalments.

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 of the Company being allowed to receive or receipt for money, or bind the Company by any act whatever.

The Company has also lots for sale in the following townsites: Elko, Cranbrook, Kimberley, Kitchener, Creston, in East Kootenay; Nelson, Proctor, Trail, Nakusp, Lemonton, Arrowhead and Revelstoke, in West Kootenay; Grand Forks, Eholt, Greenwood, Midway and Kamloops in Yale District, and at Vancouver on the coast.

The purchaser of agricultural land will be permitted to use what timber is actually required on the land purchased by him for buildings, fences and fuel, but any timber cut for sale will be subject to the payment of dues as per the following schedule:—

Lumber, per M feet, B. M. ....	\$2 00
Shingle bolts, per cord.....	1 00
Firewood, per cord .....	25
Fence posts, per cord .....	50
Mining props (10 ft. x 10 in. or less), per cord .....	50
Mining props (larger), each.....	05
Ties, each.....	02
House logs (20 ft. or less), each.....	10
Piles, cribbing, timber, telegraph posts, per running foot...	¼

Such dues are exclusive of all Government royalties, which must be paid by the purchaser. In the case of unsurveyed lands, the purchaser must arrange for his own surveys.

Timber leases may be secured from the C.P.R. by payment of the same schedule of dues as charged the purchaser of land, as in the foregoing.

Maps showing the Company's lands, pamphlets and regulations, containing detailed information, may be secured on application to J. S. Dennis, Manager Irrigation, Alberta and British Columbia Lands, Calgary, Alberta, or to the local agents at Cranbrook, Nelson, Creston, Trail and Grand Forks.

### E. & N. LANDS.

The Esquimalt & Nanaimo Railway Company owns nearly 1,200,000 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 E. & N. 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, poultrymen 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. Branches of the E. & N. Railway are now being built from Campbell River north through Comox District, and from Duncan to Cowichan Lake.

Fuller information regarding these lands may be had by application to the Land Department, Esquimalt & Nanaimo Railway Company, Victoria, B.C.

### PRICES OF LAND.

Apart from the Government and railway companies' 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, including the rich delta lands of the Fraser River. This part of the country is generally heavily wooded with big timber and subject to heavy rainfall.
3. *The Islands.*—All that portion including Vancouver Island and the adjacent islands. This division partakes somewhat of the characteristics of the other two 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 Wagon Road. Improved or partly cleared land in the Boundary District is held at about \$50 to \$150 per acre. Similkameen, \$50 to \$300, the latter being irrigated. Okanagan Lake, \$150 to \$300, irrigated and improved land, and from \$20 to \$100 for irrigable. Okanagan bush land, \$10 to \$20; partly cleared and improved, \$25

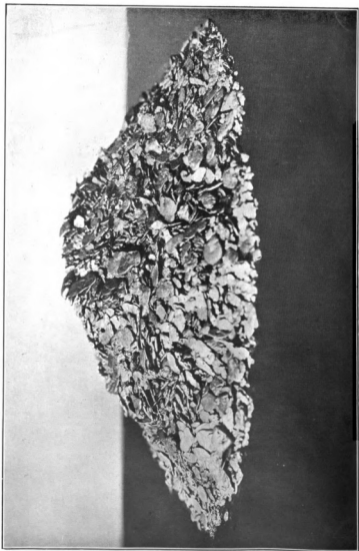
to \$50 and up to \$100 per acre. Shuswap and Upper Thompson Valley, prices about the same as Okanagan. Upper Columbia Valley, wild land \$10 to \$20, irrigated \$30 to \$100. Land may be bought at lower rates than those quoted in Nicola, Upper Fraser Valley, Chilcotin and Cariboo. It is hard to give definite figures, as the country is so extensive and conditions are so varied.

Division No. 2 includes Delta, Surrey, Langley, Matsqui, Sumas, Chilliwack, South Vancouver, Burnaby, Coquitlam, Maple Ridge, Mission, Dewdney, Nicomen and Kent, and prices of land vary very much. The unimproved land is held at \$10 to \$50, while reclaimed (dyked) land sells for \$50 up to \$250.

Division No. 3 embraces Victoria, Esquimalt, Metchosin, Sooke, Highland, Lake, Saanich, 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 \$10 to \$50 per acre, while improved land ranges all the way from \$100 to \$300 and up, 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.

In the central and northern interior, including the Peace River District, wild land may be bought from \$6 to \$10 per acre—the Government prices being \$5 and \$10.



Placer Gold from French Creek, Big Bend, Revelstoke Mining Division.

## GENERAL INFORMATION.

### 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 and in the administration of justice.

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

On Real Property .....	$\frac{1}{2}$ of one per cent. of assessed value.
.. Personal Property ...	$\frac{1}{2}$ of one per cent. of assessed value.
.. Wild Land .....	4 per cent.
.. *Coal Land, Class A .....	1 ..
.. †Coal Land, Class B.....	2 ..
.. Timber Land.....	2 ..
.. Income of \$2,000 or under .....	1 ..
.. Income over \$2,000 and not exceeding \$3,000	1 $\frac{1}{2}$ ..
.. Income over \$3,000 and not exceeding \$4,000	1 $\frac{1}{2}$ ..
.. Income over \$4,000 and not exceeding \$7,000	2 ..
.. Income over \$7,000 .....	2 $\frac{1}{2}$ ..
.. * Working Mines.	† Unworked Mines.

Discount of 10 per cent. allowed if paid before June 30th, and the following exemptions from taxation are granted:—

On personal property up to \$1,000 (to farmers only). Farm and orchard products, and income from farm.

On all incomes up to \$1,000.

On mortgages, as personal property.

On unpaid purchase money of land, as personal property.

On household furniture and effects in dwelling-house.

On pre-emptions, and on homesteads within the Dominion Railway Belt for two years from date of record and an exemption of \$500 for four years after record.

Moneys deposited in bank; minerals, matte or bullion in the course of treatment; timber and coal lands under lease or licence from the Crown, and timber cut from lands other than Crown lands if the tax payable under the "Land Act" has been paid, are exempt from personal property tax.

In addition to the above, there is a tax on coal shipped from the mine of 10 cents per ton, and on coke of 10 cents per ton.

Minerals are taxed two per cent. on their gross value at the mine, less cost of transportation and treatment.

Crown-granted mineral claims are taxed 25 cents per acre.

A royalty of 50 cents per 1,000 feet, board measure, is reserved to the Crown on all timber cut from Crown lands and lands held under lease or licence, also a royalty of 25 cents per cord on wood.

### 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 over \$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 outlying farming districts and mining camps this 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 \$55 per month in rural districts, up to \$220 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 six Inspectors in the Province, also boards of trustees in each district. According to the last educational report, there were 538 schools in operation, of which 23 are high schools. The number of pupils enrolled in 1912 was 50,170, and of teachers, 1,357. 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.

The high schools are distributed as follows:—Victoria (Victoria College), Vancouver (Vancouver College), New Westminster, Nanaimo, Duncan, Nelson, Rossland, Cumberland, Vernon, Kaslo, Chilliwack, Grand Forks, Kamloops, Armstrong, Golden, Kelowna, Enderby, Peachland, Penticton Salmon Arm, Ladysmith 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. The Legislature recently passed an Act providing for the establishment of the University of British Columbia, for the endowment of which two million acres of the public lands have been set apart.

### 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 right more respected, even in the isolated mining communities, than in some of the great centres of civilisation in other lands. The Province, though new as compared with older countries, enjoys all the necessities and many of the luxuries and conveniences of modern life. There are few towns which are not provided with water-works, 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 and reading rooms, and the Provincial Government has a system of travelling 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 weekly or semi-weekly paper.



### HUNTING AND FISHING.

The sportsman will find a greater variety of fish and game in British Columbia than in any other part of North America; there are, indeed, few regions that can boast of anything like the same variety of species. Whether with rifle or smooth-bore, or with rod, there is an almost bewildering choice. The three great parallel ranges of the Mainland hold an immense amount of big game. In the Rockies there are big-horn sheep, goat, caribou and deer; in the Selkirks, goat and caribou; and in the Coast Range, goat and quantities of the true blacktailed deer. Grizzly bears are found in several districts, while black bear are to be found in numbers throughout the Province. The mule deer, miscalled blacktail, is so abundant in East Kootenay, the Boundary country, Okanagan and Lillooet as to be a very certain source of supply for the ranchers and miners to draw upon. Elk (wapiti) shooting may be indulged in by those visiting the northern end of Vancouver Island. It is believed that the elk is extinct upon the Mainland, with the possible exception of the southeast corner of the Province, but on Vancouver Island it is tolerably abundant, although it frequents a densely forested region, so that the hunting means hard work.

Although few persons, however keen, would visit British Columbia merely for the sake of its wing shooting, yet it is undeniable that, with the exception of Manitoba, Alberta and Saskatchewan, a man may find as much work for his breech-loader in the Province as he would abroad anywhere. Five species of grouse and vast quantities of wild fowl from swans to teal, abound in suitable localities. The marshes of the Columbia swarm with mallard and other choice duck in the autumn; the Arrow Lakes and the upper Valley of the Fraser form a trough much frequented by the wild geese during their migrations and the firds and sounds of the coast shelter great flocks of wild fowl throughout the winter—for it must not be forgotten that the winters of the Pacific are very much less rigorous than those of the Atlantic, and that a very large proportion of the birds do not go farther south than Vancouver Island.

The fishing of British Columbia is so remarkably good that no one can realise the quantities of salmon and trout to be found in the streams of this Province until he has visited it. The quinnat and coho salmon may be taken in salt water at certain seasons in large numbers by means of a spoon bait, and a few crack fishermen have succeeded in taking the quinnat in fresh water, but as a rule British Columbia salmon, with the exception of the Spring, or Tyee, do not rise to the fly. However, the trout will more than make up for the salmon's lack of appreciation. The rainbow trout is, possibly, the finest fish for his inches of all the trout family, and, happily, he is extraordinarily numerous in many of the inland waters. Where he is not found his place is taken by the black spotted trout, an excellent fish, though hardly the equal of the rainbow. Very heavy lake trout are found in all the larger sheets of water. Shuswap Lake may be mentioned as especially good and easy of access. An excellent hotel has been built at Sicamous, on the very edge of the lake, at which many sportsmen reside each summer for weeks at a time, in order to enjoy the fishing and shooting of the neighbourhood.

### LABOUR AND WAGES.

In a new and rapidly developing country like British Columbia, industrial conditions are naturally subject to sudden and unexpected changes. Thus, when prices of copper, lead, etc., rule high there is great activity in mining and smelting, a demand for coal, coke and lumber, transportation is stimulated and all classes of workers are favourably affected. On the other hand, a fall in metal prices means a stagnation in metalliferous and coal mining and all subsidiary industries. The prosperity of the lumbering industry depends to a great extent on the purchasing power of the people of Alberta,



A stand of oats at the Hudson Bay Post at Fort George.

Saskatchewan and Manitoba, and a short wheat crop in those Provinces creates a scarcity of cash and a consequent check to building operations; lumber, for the time being, becomes a drug, the mills work half time or are closed down, and the logging camps are deserted. These adverse contingencies, following a season of great activity in all lines of work, threw an unprecedented number of men idle in the fall and winter of 1907, but 1909 opened with an industrial revival which promises to continue indefinitely. Many new enterprises are being established, new districts are thrown open to settlement, and railway building will be active for many years. The Canadian Pacific, Grand Trunk Pacific, the Canadian Northern Pacific, Kettle River Valley, Pacific Great Eastern, and Esquimalt & Nanaimo railways are all busy on construction work and require many thousand labourers and mechanics. Lumbering, mining and fishing promise great expansion, so that the outlook for a long season of prosperity in all lines of industry is exceptionally good.

Following are the prevailing rates of wages:—

Occupation.	Cents per hour.	Hours per day.
Blacksmiths .....	\$0 30	10
Bricklayers .....	62	8
Builders' labourers .....	25	9
Boiler-makers .....	25	10
Brickmakers .....	40	9
Cabinet-makers .....	40	9
Carpenters .....	50	8
Drivers (1 horse) .....	30	9
Drivers (2 horses) .....	30	9
Electric wirers .....	44	8
Engineers (stationary) .....	44	8
Engineers (marine) .....	44	8
Joiners .....	50	8
Ship Joiners .....	50	8
Iron moulders (jobbing) .....	3 50 to \$4 per day.	
Lathers .....	25 per 1,000	
Machinists .....	40	9
Metal workers .....	40	9
Machinists (Tin Printing Press) .....	44	8
Metal pattern-makers .....	50	8
Linotype operators (night) .....	66½	7½
Linotype operators (day) .....	56½	8
Labourers .....	15-30	8-10
Labourers (lumber) .....	20-25	
Paper rulers (skilled) .....	35	9
Printers (job) .....	50	8
Printers (newspaper adv.-men) .....	same as operators	
Stereotypers .....	45	8
Painters .....	50	8
Plasterers .....	62	8
Plumbers .....	50	9
Road-labourers .....	15-25	9
Stone-cutters .....	62	8
Stone-masons .....	62	8
Tailors .....	\$18 to \$20 per week	
Tinsmiths .....	40	9
Unskilled labour .....	15-25	9
Steam-fitters .....	40	9
Agricultural labour from .....	1 50 to \$2.50 per day	
Sawyers (head) .....	60	10
Sawyers (second) .....	47½	10
Millwrights .....	40	10

Occupation.	Per day.	Hours per day.
Miners (quartz) .....	\$3 to \$4 00 .....	8
" (helpers) .....	2 to 3 00 .....	8
" (labourers) .....	2 to 2 50 .....	8
" (blacksmiths and mech.) .....	3 to 5 00 .....	8
" (coal) .....	60 cents to 80 cents per ton.	
		<b>Day rates.</b>
Fireboss .....	\$3 25	
Shotlighters .....	3 00	
Bratticemen .....	2 60	
Timbermen .....	3 00	
" (helpers) .....	2 60	
Tracklayers .....	2 75	
" (helpers) .....	2 60	
Roadmen .....	2 60	
Drivers (boss) .....	3 00	
" (double) .....	2 75	
" (single) .....	2 60	
" (boys) .....	\$1.50 to 2 25	
Pushers .....	2 60	
Linemen .....	3 00	
Motormen .....	2 75	
" (assistants) .....	\$1.50 to 2 25	
Engineers, diagonal slope .....	2 75	
" endless rope .....	2 25	
Winches .....	\$1.00 to 2 60	
Rope inspectors .....	3 00	
Endless ropes (men) .....	\$2.60 and 2 75	
" (boys) .....	\$1.25 to 1 75	
Rope riders .....	\$1.50 to 2 60	
Door boys .....	1 00	
Cagers .....	3 00	
" (assistants) .....	2 60	
Miners .....	3 00	
Loaders .....	2 60	
Machine runners .....	\$3.00, \$3.25, 3 50	
" helpers .....	2 60	
Drillers .....	\$3.00, \$3.25, 3 50	
Brushers .....	2 75	
Muckers .....	2 60	
Cogmen .....	2 60	
Labourers .....	2 60	
Pipemen .....	\$2.60 and 3 00	
Pumpmen .....	2 60	
Stablemen .....	2 60	
		<b>Saw-mills.—Wages of mill-hands and loggers.</b>
Skidroad men .....	\$2 50	
Fallers .....	\$2.75 to 3 25	
Buckers .....	\$2.50 to 3 00	
Hooktenders .....	\$3.50 to 4 00	
Rigging slingers .....	\$2.50 to 3 00	
Swampers .....	\$2.50 to 3 00	
Engineers .....	3 50	
Head sawyers .....	6 00	
Second sawyers .....	4 75	
Millwrights .....	4 00	
Labourers .....	\$2.25 to 3 00	
Cooks .....	per month, \$25.00 to \$75.00 and board.	
Domestics (women) .....	per month, \$15.00 to \$35.00 and board	

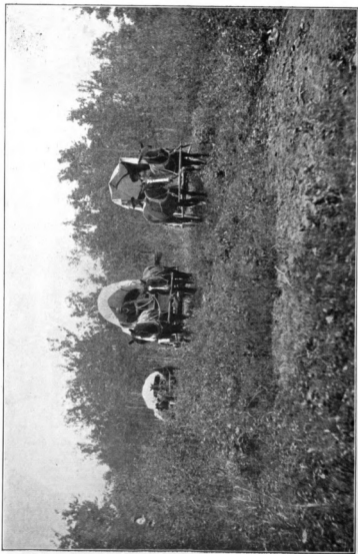
## RETAIL PRICES, NOVEMBER, 1912.

Flour, per sack, 50 pounds .....	\$1 75 to	1 90
Bran " 100 " .....		1 60
Wheat " " " .....	1 65 to	2 25
Oats " " " .....		1 70
Barley " " " .....		1 70
Hay, per ton .....		22 00
Colery, two heads .....		20
Onions, per pound .....		04
Potatoes, per sack .....	75 to	1 50
Cauliflowers, each .....	20 to	25
Cabbage, per pound .....		04
Asparagus, per pound .....	35 to	40
Eggs, per dozen .....	40 to	55
Cheese, per pound .....	20 to	25
Butter, " .....	30 to	50
Oranges, per dozen .....	25 to	50
Lemons, " .....	20 to	30
Apples, 40 pounds .....	1 25 to	2 25
Raisins, per pound .....	25 to	60
Bananas, per dozen .....	35 to	40
Cod, fresh, per pound .....	06 to	08
Cod, salt, " .....	10 to	15
Halibut, fresh " .....	10 to	15
" smoked " .....		20
Salmon, fresh " .....	10 to	15
" smoked " .....		20
Oysters, per dozen .....	40 to	50
Shrimps, per pound .....	25 to	30
Smeets, " .....	08 to	10
Herring, " .....		12½
Finnan Haddie, " .....	15 to	20
Beef, " .....	7 to	22
Lamb, " .....	15 to	25
Mutton, " .....	8 to	20
Lamb, forequarter .....	1 50 to	2 00
" hindquarter .....	2 25 to	3 00
Veal, per pound .....	12½ to	25
Geese, " .....	20 to	25
Ducks, " .....	20 to	25
Chickens, " .....	25 to	40
Fowls, live weight .....	12½ to	20
Ham, " .....	18 to	25
Bacon, " .....	20 to	35
Pork, fresh " .....	15 to	22
Lard, " .....	18 to	25

Lumber—Rough fir, \$12 to \$20 and up per M., according to dimensions; flooring, \$25 to \$30; shiplap, \$13.50. Cedar, rough, \$15; shiplap, \$13.50; posts, \$15; shingles, \$1.90 to \$2.25; lath, \$2.50; spruce, clear, \$40 and up.

## 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



Settlers on their way from Kelowna to Burus Lake, all the way by wagon.

employment. The man without a trade, the clerk, 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 labour 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 £300 (\$1,500) to £500 (\$2,500) on arrival in the Province, sufficient to "look around" before locating permanently, make his first payment on his land, and support himself and his family while awaiting returns from his first crop. This applies to a man taking up mixed farming. It is sometimes advisable for the newcomer 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 or the Canadian Express Company in London, Liverpool, Manchester or Glasgow or other points, 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, &c. 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 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, and subject to regulations by the Minister of Customs: Provided that any dutiable articles 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 basis, 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 arrival, viz.: If horses only are brought in, 16 allowed; if cattle only are brought in, 16 allowed; if sheep only are brought in, 60 allowed; if swine only are brought in, 60 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 the United Kingdom.—Several lines of steamships ply between British and Canadian ports, and full and reliable information regarding routes, rates of passage, etc., can be obtained at the office of the Agent-General of British Columbia, Salisbury House, Finsbury Circus, London; the office of the High Commissioner for Canada, 17, Victoria Street, London, S.W.; the office of the Canadian Commissioner of Emigration, 11-12, Charing Cross, London, W.C.; the offices of the Canadian Pacific Railway, 62-65, Charing Cross, S.W., and 67 and 68, King William Street, E.C., London; or to the Dominion Government Agents at Birmingham, Cardiff, Liverpool, Dublin, Belfast or Glasgow; also the offices of the Grand Trunk System, 17-19, Cockspur Street, London, S.W., or 20, Water Street, Liverpool.

From the United States through tickets may be bought to any point in British Columbia over any of the transcontinental railways and their branches and connections.

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 Portal, Saskatchewan, and Emerson, Manitoba, 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.

From Eastern Canada—by Canadian Pacific Railway, Canada Northern Railway or Grand Trunk Railway System from Halifax, St. John, N. B., Quebec, Montreal, or Ottawa, and by rail from Toronto and other points in Central and Western Ontario.

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

Steamers sail from Vancouver and Victoria for all points on the Coast, including Queen Charlotte Islands, Prince Rupert and Portland Canal (Stewart). River steamers navigate the Skeena to Hazelton, and the Upper Fraser from Soda Creek to Fort George and other interior points.



## CITIES AND TOWNS.

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VANCOUVER, the commercial metropolis and Mainland terminus of the Canadian Pacific Railway, incorporated in 1886, is the largest centre of population, estimated at over 160,000. 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 Express liners and Canadian-Australian Trans-Pacific mail steamships. The bank clearings show a remarkable increase, the figures for four years being, 1909, \$287,000,000; 1910, \$445,000,000; 1911, \$544,000,000; 1912, \$650,000,000.

Vancouver harbour 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 steamships 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 steamers "Princess Charlotte," "Princess Victoria," and "Princess Adelaide," the fastest boats on the Pacific, make 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 extensions to New Westminster, Lulu Island, and Chilliwack. 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 power tunnel provides a water-power sufficient to develop 300,000 horse-power. There are four daily newspapers and several weekly and monthly magazines.

VICTORIA is the seat of Government and the capital of British Columbia. It is charmingly situated on the south-east 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 Hudsons Bay Company's trading post. Victoria leaped into prominence during the gold excitement in 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 cosy. 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



LAND CLEARING, VANCOUVER ISLAND, B.C.

Land Clearing. Vancouver Island.

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 the city every year. The Canadian Pacific Railway Company is enlarging its magnificent hotel, "The Empress," which faces the inner harbour and with the adjacent Parliament Buildings presents an imposing picture to travellers arriving by steamer.

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 her citizens that the city has entered upon an era of substantial progress. The volume of trade for 1911-12 aggregated \$10,697,000, and there was also a substantial increase in the tonnage of vessels arriving and departing.

The city is growing steadily in population (estimated at 67,000), many persons of independent means choosing it as a place of residence, while new enterprises are giving employment to more labourers 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 Puget Sound points. 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 magnificent steamers "Princess Charlotte" and "Princess Victoria" making the triangular run daily during the tourist season. The Grand Trunk Pacific Railway Company has made an important addition to the coasting fleet in its magnificent new steamships "Prince Rupert" and "Prince George," which run between Victoria, Vancouver, Seattle and Prince Rupert. The company is also building extensive docks and warehouses on Victoria harbour.

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 on all the principal thoroughfares; at the end of 1912 there were fifty miles of paved streets. The waterworks 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 at one time 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 harbour, formerly used exclusively by the navy, which may now be opened to merchant vessels.

NEW WESTMINSTER is situated on the Fraser River, about 16 miles from the 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



The Gates: Near the Head of Navigation, Peace River, B.C.

operates an electric light plant, and has an excellent water supply, and electric street railway and telephone systems. A fine steel railway and traffic bridge, built by the Provincial Government at a cost of \$1,000,000, spans the Fraser River at New Westminster. 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 visitors from all parts of the Province. The population is about 16,000.

**NANAIMO**, the "Coal City," is 72 miles from Victoria, on a fine harbour, 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 & Nanaimo Railway connects Nanaimo with Victoria and Alberni, and there is a daily steamer service to Vancouver. The population is estimated at 10,000.

**ROSSLAND**, the mining centre of West Kootenay, has grown in a few years from an obscure mining camp to a well-ordered, substantial city of about 5,500. Rossland's mines are famed the world over, and their development is proving their permanency. The city is eight miles from the United States boundary on a branch of the Canadian Pacific Railway, and is provided with all the modern conveniences, water-works, electric lights, telephones, etc. The hotels, banks and business houses are of a substantial character and would do credit to any town of similar size.

**NELSON**, situated on the West Arm of Kootenay Lake, has a population of 7,000. 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 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 neighbourhood. Nelson is connected with the main line of the Canadian Pacific Railway, the Crow's Nest Pass Railway and the Great Northern by branch lines and steamers. The Hall Mines Smelter, which handles a large tonnage of ore annually, is situated at Nelson.

**KASLO** is an important trade centre on the west shore of Kootenay Lake. It is supplied with good stores, hotels, churches and schools, water-works electric lights and telephones. The population is about 2,000.

**LADYSMITH**, on Oyster Harbour, east coast of Vancouver Island, 59 miles from Victoria, 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 the Mainland. The Canadian Pacific Railway ferries freight trains from Vancouver to Ladysmith, where they are transferred to the Esquimalt & Nanaimo Railway for distribution to Island points. Most of the miners working in the Extension Mines live at Ladysmith, which has a population of 3,500. 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 Co. operates a smelter and there are several minor industries which add to the prosperity of the town. The Esquimalt & Nanaimo Railway Company has cleared a tract of land adjoining the town which is offered for sale in blocks of five acres, suitable to raising poultry, vegetables and small fruits.

**PORT ALBERNI**, the west coast terminus of the Esquimalt & Nanaimo Railway, is situated at the head of Alberni Canal, a deep-water inlet, fifty-four miles from Nanaimo. It has direct rail communication with Victoria via the western extension of the Esquimalt & Nanaimo Railway. It is also connected with Victoria by steamboats. Alberni Harbour is one of the best on the coast. The town is the centre of an immense area of magnificent timber and is likely to become one of the most important lumbering points in British Columbia. Considerable land has been cleared in the vicinity and farming, fruit-growing and dairying are carried on with success. Mining, lumbering and fishing are the principal industries. The population is about 700, but increasing rapidly.

**KAMLOOPS** is an important business place, 250 miles east 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 place 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 Canadian Northern Pacific Railway will also have divisional accommodation at Kamloops. The completion of this railway will very considerably increase the business of the city, as it will provide a new outlet to the north, south, and east. 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 sunshine at all seasons, the rainfalls being very light. The city is lighted by electricity, there is a waterworks system, several well-stocked stores, good hotels, churches, good



Oats and Barley, Reynold's Ranch, Swan Lake, 10 miles S. of S.E. Cor., Dominion Reserve, Peace River District.

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 8,500. Kamloops has a steambot service on the Thompson River and Kamloops Lake.

REVELSTOKE, on the main line 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 3,500.

FERNIE, a coal town on the Crow's Nest Pass Railway, is making wonderful progress and is rapidly assuming a metropolitan appearance. The inexhaustibility of the surrounding coal fields insures the town's stability; while the important, but minor, lumbering industry contributes largely to its present prosperity. There are 1,500 coke ovens at Fernie, which supply fuel to the Kootenay and Boundary smelters. The population is 4,500.

GRAND FORKS, the chief town of the Boundary District (population 3,000) is situated at the junction of the North Fork with the main Kettle River. It is the site of the Granby Smelter, the largest plant of the kind in the Province, where blister copper is produced at the rate of about four to five tons a day, besides large values in gold and silver. The city is beautifully situated in a prairie-like valley, has wide streets and good buildings, with water-works, electric lights and all other conveniences. The surrounding country is well adapted to fruit-growing, in which good progress is made.

**GREENWOOD**, 22 miles west of Grand Forks, is the centre of a rich mining district. It has several large and well stocked stores, good hotels, three banks, and all the minor industries are well represented. The British Columbia Copper Company's Smelter adjoins the town, a plant with a daily capacity of 3,500 tons of ore. The population is 2,500.

**TRAIL**, on the Columbia River, nine miles from Rossland, is the centre of the smelting industry in West Kootenay. The Canadian Smelting Works, operated by the Canadian Pacific Railway Company, cover 45 acres of ground, and is the largest plant in Canada. Power is transmitted from the West Kootenay Power Company's station at Bonnington Falls. The smelter treats silver-lead as well as copper ores, and was the first in the world to produce electrolytic lead in quantity. The Company now manufactures sheet lead and lead pipe, and refines silver direct from the ore—operating the only silver and lead refinery in Canada. Apart from the business created by the smelter, Trail enjoys a prosperous trade with the adjacent mining camps, and is well equipped with all the conveniences of modern life. The population is estimated at 2,000.

**CRANBROOK**, a divisional point of the Crow's Nest Railway, is pleasantly situated in the fertile valley which lies between the Selkirk and Rocky Mountains. It is the principal lumbering point in East Kootenay, its four saw-mills having a capacity of about 160,000 feet per day. The town has a number of good stores, banks, churches, hotels, and is very prosperous and progressive. Population, 3,500.

**VERNON** is the centre and supply depôt for the Okanagan District, and is surrounded by a splendid farming, cattle and fruit country. It is the terminus of the Shuswap & Okanagan branch of the Canadian Pacific Railway, and has steamboat connection *via* Okanagan Landing, five miles south, with all points on Okanagan Lake. The town is pretty and home-like, the climate delightful at all seasons and its inhabitants are prosperous and energetic. It is supplied with good water and sewerage systems, electric light and telephones, good schools, banks, hotels and well stocked stores. The population is about 3,000.

**ARMSTRONG**, 32 miles south of Sicamous Junction, is an important lumbering and flour-milling point, it and its rival, Enderby (six miles distant), being surrounded by wheat lands. There is a large co-operative flour mill and creamery, a large saw-mill and other industries. Considerable fruit is grown in the vicinity, and the fruit acreage is being increased.

**ENDERBY**, another prosperous and growing town, has a modern roller mill with a daily capacity of 250 barrels, and a big saw-mill, which, added to the town's position in the midst of a fine farming country, assures it a good general trade.

**KELOWNA**, 33 miles south of Vernon, is a prosperous town, enjoying a good trade as the supply point for the Mission Valley and Sunnyside Districts. The neighbourhood 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, fruit cannery and other industrial establishments, and good stores, hotels, churches and schools. Population 1,500.

**PRINCE RUPERT**, the Pacific terminus of the Grand Trunk Pacific Railway, is situated on Kaien Island near the mouth of the Skeena River. The population is between 3,500 and 4,000, and increasing rapidly. The city is well supplied with all public utilities, banks, churches, schools, hotels, business and industrial establishments and newspapers. The shipping trade is already large and steadily increasing. Trains are now running on the first

section of the Grand Trunk Pacific from Prince Rupert to New Hazelton (181 miles), and construction is proceeding southward. When the railway is completed from ocean to ocean the city is certain to command a very large volume of trade, as it has one of the best harbours on the Pacific Coast and is the outlet of immense areas of mineral, timber and agricultural lands which are being rapidly settled and developed.

FORT GEORGE, at the confluence of the Fraser and Nechaco Rivers, is a Hudson's Bay Company's trading post on the line of the Grand Trunk Pacific Railway. Several parcels of land in the vicinity have been divided into town lots which are being offered for sale, but the exact location of the railway's headquarters has not yet been made public. Meantime a number of stores and other business places, a sawmill, a newspaper, and a bank, have been established, and the business of the district is centreing there.

CRESTON, a flourishing little town on the Crownsnest Pass Railway, sixty-eight miles east of Nelson and sixty-eight miles west of Cranbrook, is the distributing and shipping point for an extensive and fertile agricultural and fruit-growing district. It is well supplied with churches, schools, banks, telephone and water services. Population, 850.

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



## TO THE READER.

**A**LTHOUGH the subjects mentioned below are dealt with in detail in the pages of this Bulletin, it is deemed advisable to refer to them here, in order to avoid disappointment and unnecessary correspondence.

A pre-emption consists of 160 acres of Government land, and may be taken up by any person being a British subject, and being the head of a family, a widow, a femme sole who is over eighteen years of age and self-supporting, a woman deserted by her husband, a woman whose husband has not contributed to her support for two years, a bachelor over the age of eighteen years, or any alien, upon his making a declaration of his intention to become a British subject, may obtain a pre-emption.

Any person can purchase Government land up to 640 acres, but no more. The price is \$10 or \$5.00 per acre, according to the quality of the land.

Government land may be leased up to 640 acres, the yearly rental being fixed by the Lieutenant-Governor in Council.

The Government of British Columbia does not grant assisted passages or special passenger or freight rates to settlers.

South African war scrip, issued by the Government of Canada, is not accepted in payment for Provincial Government lands.

The Government of British Columbia does not employ Land or Immigration Agents in the United States.

All timber lands not already disposed of are reserved from sale, lease, or licence.

There are no maps published showing all lands pre-empted, sold, leased, or otherwise occupied, nor the location and extent of timber or coal lands. Blue prints or copies of the official office maps may be had on application to the Department of Lands, Victoria, B.C.

Many new townsites are being put on the market, and the Government owns a one-quarter interest in them, but that fact should not be accepted as proof of their value. Ordinary business sense should suggest the advisability of personal examination, or guarantee by a trustworthy agent, before purchasing town lots.

This advice applies with equal force to the purchase of agricultural lands offered for sale by individuals and companies who, through cunningly worded advertisements, strive to convey the impression that they are operating under authority or with the approval of the Government. The Government does not employ or authorise agents to sell lands.

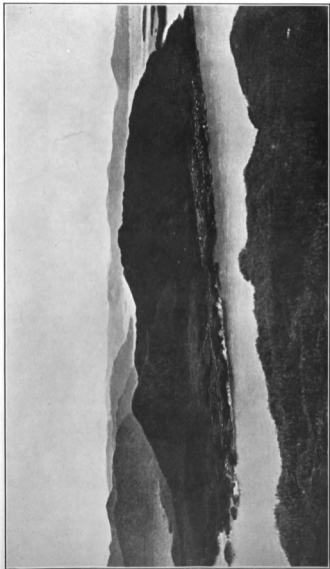
The Grand Trunk Pacific Railway has 100 miles complete from Prince Rupert to the mouth of the Copper River, and has let contracts for other sections which will extend into the Bulkley Valley and westward from Edmonton to Tete Jaune Cache. At the present rate of progress the road will not be in operation for two or three years.

It is expected that the Canadian Northern Pacific Railway will complete its main line—Tete Jaune Cache—to Vancouver in 1914.

Payments for purchased lands are made as follows. When the land staked by the purchaser or his agent is unsurveyed a deposit equal to 50 cents per acre must accompany the application to purchase; the balance of the purchase-money is payable six months after the application is approved. The purchaser has to advertise at his own expense his notice of application to purchase, in the British Columbia Gazette and a newspaper published or circulated in the district in which the land is situated; he must also have the land surveyed at his own expense. The time required for these preliminaries will not be less than ninety days, and under some circumstances may be more—possibly six to twelve months.

When surveyed land is purchased, 25 per cent. of the purchase price is paid with the filing of application to purchase, and the balance in three equal annual instalments, with interest at 6 per cent.

The great bulk of the land open to pre-emption is in undeveloped districts, about which little is definitely known, and where travelling is difficult owing to the absence of means of communication—although roads, trails and bridges are being made as fast as possible. From all reports there are large areas of fertile land in these districts well suited to mixed farming, dairying, and cattle-raising, but most of this land is far from markets, hard to get at, and so isolated that, until the coming of the railway, those who make hopes in that country must be prepared to "rough it" and bear with all the inconveniences and privations incidental to pioneer life. On the other hand, men accustomed to frontier life, and possessed of sufficient means to establish themselves in advance of the railway, need have no hesitation about going into a country where every man able and willing to work is certain of a present livelihood and a competency in the future.



Kalen Island, Prince Rupert—City and Harbour.

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