B 905,357

THE NEW FAR WEST

A JIN-RIKISHA – JAPAN

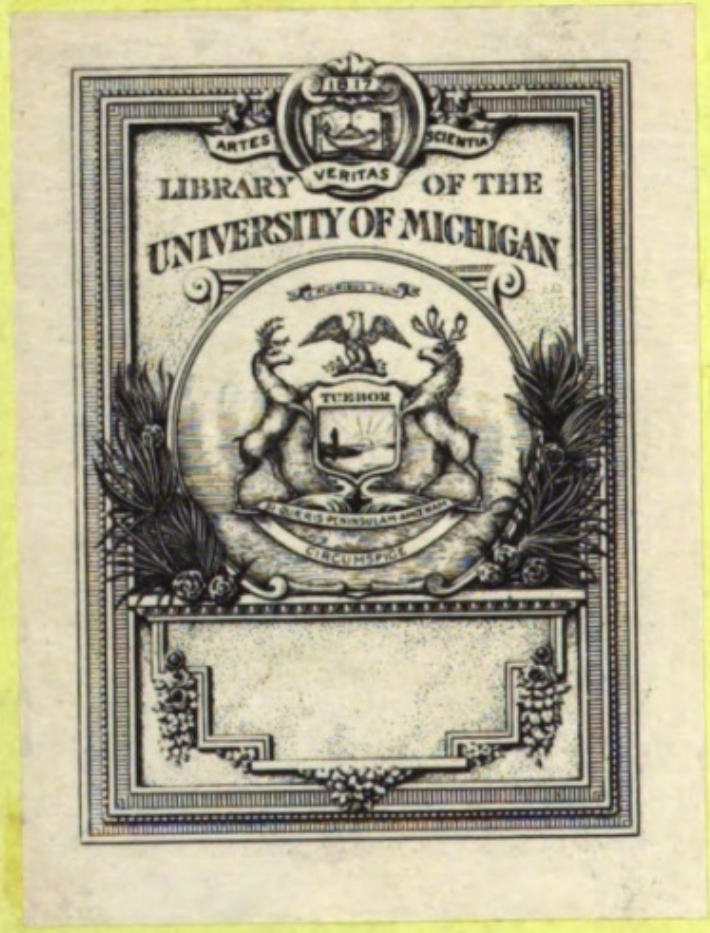
AND

THE OLD FAR EAST

W. HENRY BARNEBY

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN



Digitized by Google
Original from
UNIVERSITY OF MICHIGAN

G
480
.B26

Agnes Trueman

Second Scripture Prize

Awarded by { M. A. Topliff
I. L. Topliff

Woodland House School.

Xmas 1893.

Digitized by Google
Original from
UNIVERSITY OF MICHIGAN

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

THE

NEW FAR WEST

AND

THE OLD FAR EAST,

BEING NOTES OF A TOUR IN

NORTH AMERICA, JAPAN, CHINA, CEYLON, Etc.

BY

W. HENRY BARNEBY,

AUTHOR OF "LIFE AND LABOUR IN THE FAR FAR WEST," ETC.

WITH MAPS AND ILLUSTRATIONS.

LONDON: EDWARD STANFORD,

26 & 27 COCKSPUR STREET, CHARING CROSS, S.W.

1889.

[*All rights reserved*]

Digitized by Google

Original from UNIVERSITY OF MICHIGAN

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

TO

THE RIGHT HON. SIR MICHAEL E. HICKS-BEACH, BART.,

M.P., D.C.L.,

PRESIDENT OF THE BOARD OF TRADE,

AS A SMALL TOKEN OF AFFECTION AND REGARD

THIS VOLUME IS DEDICATED BY

THE AUTHOR.

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Reference - Station
Location
3-1K-43
54322

PREFACE.

In publishing this volume, I wish to point out to my readers that I have purposely avoided going over old ground. In my last work entitled *Life and Labour in the Far Far West*, published in 1884, I described many places in Canada, revisited in my recent tour. I do not consider a repetition of the same facts necessary; and though in some cases I may be obliged to mention places visited before (for the sake of comparison), it will be as briefly as possible—Granville, now Vancouver City, in British Columbia, excepted.

The new ground in Canada, over which I lately travelled, was a district recently opened up by the Manitoba and North Western Railway, through the "park-like lands of the Fertile Belt;" from Portage-la-Prairie to Langenburg, and by the Canadian Pacific Railway, from Calgary over the Rocky, Selkirk, and Cascade Mountains to the new terminal city of Vancouver.

It was owing to the invitation of a friend (the Vice-President of the Manitoba and North Western Railway), who asked me to accompany him in his private director's "car," over both his own line and that of the Canadian Pacific Railway, that I was induced to make this my third visit to the Dominion of Canada; and the more especially as I was offered facilities for visiting certain

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Digitized by Google
Original from
UNIVERSITY OF MICHIGAN

Reference - Stacks
Rodney
3-1K-45
54322

PREFACE.

In publishing this volume, I wish to point out to my readers that I have purposely avoided going over old ground. In my last work entitled *Life and Labour in the Far Far West*, published in 1884, I described many places in Canada, revisited in my recent tour. I do not consider a repetition of the same facts necessary; and though in some cases I may be obliged to mention places visited before (for the sake of comparison), it will be as briefly as possible—Granville, now Vancouver City, in British Columbia, excepted.

The new ground in Canada, over which I lately travelled, was a district recently opened up by the Manitoba and North Western Railway, through the "park-like lands of the Fertile Belt;" from Portage-la-Prairie to Langenburg, and by the Canadian Pacific Railway, from Calgary over the Rocky, Selkirk, and Cascade Mountains to the new terminal city of Vancouver.

It was owing to the invitation of a friend (the Vice-President of the Manitoba and North Western Railway), who asked me to accompany him in his private director's
over *both* his own line and that of the Canadian
P , tha induced to make this my
he of Canada; and the more
pe facilities for visiting certain

Digitized by Google
Original from
UNIVERSITY OF MICHIGAN

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Reference - Stacks
Loan Req.
3-1K-43
54322

PREFACE.

In publishing this volume, I wish to point out to my readers that I have purposely avoided going over old ground. In my last work entitled *Life and Labour in the Far Far West*, published in 1884, I described many places in Canada, revisited in my recent tour. I do not consider a repetition of the same facts necessary; and though in some cases I may be obliged to mention places visited before (for the sake of comparison), it will be as briefly as possible—Granville, now Vancouver City, in British Columbia, excepted.

The new ground in Canada, over which I lately travelled, was a district recently opened up by the Manitoba and North Western Railway, through the "park-like lands of the Fertile Belt;" from Portage-la-Prairie to Langenburg, and by the Canadian Pacific Railway, from Calgary over the Rocky, Selkirk, and Cascade Mountains to the new terminal city of Vancouver.

It was owing to the invitation of a friend (the Vice-President of the Manitoba and North Western Railway), who asked me to accompany him in his private director's "car," over both his own line and that of the Canadian Pacific Railway, that I was induced to make this my third visit to the Dominion of Canada; and the more especially as I was offered facilities for visiting certain

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

people who had settled there, and who had been guided by my advice in selecting the locality of their future homes. I was anxious to see how they were prospering, and to hear from themselves their impressions of the country; fancying that letters home are not always quite so unbiassed as they should be, but that they often from somewhat interested motives paint the country in too rosy colours. This portion of my book will comprise that under the title of *The New Far West*.

Those uninterested in emigration or farming in Canada are recommended to skip chapters VII., VIII. and IX. altogether.

After leaving Canada and the United States, I returned home viâ Japan, China, Ceylon, and Egypt—all new countries to me, my experiences in those regions being described in the portion of the volume entitled *The Old Far East*. I cannot flatter myself that all parts of this volume will be of equal interest to every reader, but the chapters referring to the agricultural lands of Canada may be useful to intending emigrants, and the others are the result of my personal observations, which though cut short and rendered meagre in parts by a severe illness, still I trust may interest those who have not yet visited those far distant lands.

In conclusion, I wish to thank those gentlemen who have taken the trouble of verifying my views, and in particular the Rev. Phipps Onslow, of Upper Sapey Rectory, Worcester, who has perused and slightly corrected this volume previous to going to press.

W. HENRY BARNEBY.

Bredenbury Court, Bromyard, Herefordshire, and Longworth, Hereford.
Carlton Club, S.W., June 1889.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

CONTENTS.

CHAP.		PAGE
I.	TORONTO TO WINNIPEG—CANADIAN PACIFIC RAILWAY ...	1
II.	WINNIPEG TO BANFF AND DONALD, OVER THE ROCKY MOUNTAINS—CANADIAN PACIFIC RAILWAY	11
III.	DONALD TO REVELSTOKE, OVER THE SELKIRK RANGE—CANADIAN PACIFIC RAILWAY	26
IV.	REVELSTOKE OVER THE GOLD RANGE AND CASCADE RANGE TO VANCOUVER CITY, BRITISH COLUMBIA—CANADIAN PACIFIC RAILWAY	38
V.	VANCOUVER CITY, BRITISH COLUMBIA	50
VI.	LULU ISLAND AND CAPILANO CREEK—VANCOUVER CITY TO VICTORIA, VANCOUVER ISLAND	63
VII.	"THE PARK-LIKE LANDS OF THE FERTILE BELT." MANITOBA—BINSCARTH	74
VIII.	"THE PARK-LIKE LANDS OF THE FERTILE BELT." MANITOBA—LANGENBURG—CHURCHBRIDGE—SOLSGIRTH ...	92
IX.	"THE PARK-LIKE LANDS OF THE FERTILE BELT." MANITOBA—SHOAL LAKE—MINNEDOSA—RAPID CITY—NEEPAWA	106
X.	VICTORIA, VANCOUVER ISLAND—BRITISH COLUMBIA ...	121
XI.	VICTORIA, B.C., TO SAN FRANCISCO, U.S.A.	134
XII.	THE PACIFIC OCEAN—YOKOHAMA, JAPAN	153
XIII.	JAPAN (*continued*)	170
XIV.	JAPAN (*continued*)	186
XV.	JAPAN (*continued*)	203
XVI.	JAPAN (*continued*)	221
XVII.	JAPAN (*continued*)	232
XVIII.	HONG KONG—CANTON	245

Digitized by Google

Original from UNIVERSITY OF MICHIGAN

CHAP.		PAGE
XIX.	HONG KONG—CEYLON	257
XX.	CEYLON	270
XXI.	EN ROUTE HOME—CONCLUSION	279
	APPENDIX A	291
	APPENDIX B	292
	APPENDIX C	294
	APPENDIX D—I. to IV.	298
	APPENDIX E	311
	APPENDIX F	312

MAPS.

1.	THE NEW FAR WEST, FROM LAKE SUPERIOR TO VANCOUVER ISLAND	*To face p.*	148
2.	A KEY MAP TO THE NEIGHBOURHOOD OF YOKOHAMA, JAPAN	,,	202
3.	A MAP OF THE WORLD, SHOWING THE AUTHOR'S ROUTE	,,	290

ILLUSTRATIONS.

1.	A JINRIKISHA AT YOKOHAMA	*Frontispiece*	
2.	OX WAGONS STARTING FOR CARIBOO ...	*To face p.*	39
3.	GORGE ON THE FRASER RIVER	,,	43
4.	BINSCARTH FARM, MANITOBA	,,	81
5.	FUJI-AMA, JAPAN	,,	160
6.	KIGA, NEAR MYANOSHITA, JAPAN	,,	167
7.	A PARTY AT NIKKO, JAPAN	,,	196
8.	ASCENT TO A SHOGUN'S TOMB	,,	202

Digitized by Google

Original from UNIVERSITY OF MICHIGAN

THE NEW FAR WEST.

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

THE NEW FAR WEST

AND THE OLD FAR EAST.

CHAPTER I.

TORONTO TO WINNIPEG.—CANADIAN PACIFIC RAILWAY.

Prairie Fires—Wooden Railway Bridges—Dining Car—Emigrants' Comforts—A Lonely Station—Change of Reckoning Time—Scotch Settlers—Courteous Officials—Depreciation of Land—Good Land Neglected.

We left Toronto by the Northern Railway, and in ten hours' time reached North Bay Station, on the main line of the Canadian Pacific Railway, between Montreal and Vancouver City, about 364 miles west from Montreal. Here we had to wait a considerable time, as the Pacific Express was already two hours late on its journey, so we were able to look about us. North Bay is situated on Lake Nipissing, a rather pretty lake, dotted with islands, and the town itself is said to be a rising place. It is reported that there is some good land in the neighbourhood; but if so,

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

it is the last we noted on our journey for many miles west. But as it is a "junction station," there must be a fair prospect of some business doing here.

Upon the arrival of the Canadian Pacific train, we travelled along the north shore of Lake Nipissing, passing through forest mostly very much burnt. In the open spaces cleared by fire young self-sown trees were growing; but in other parts, where the fires had not done their work so thoroughly, we steamed through miles and miles of bare, blackened poles, showing what terrible destruction had been caused by the ravages of these unchecked forest fires. Rocks, charred trees, and scrub brushwood formed the order of the day, and succeeded each other in very monotonous regularity.

The train kept up a good pace, quickening at times, especially down some of the inclines, where it appeared to go almost too fast; but doubtless this was in order to make up for lost time. I was struck by the great number of wooden bridges we passed over; keeping them in efficient repair will prove a heavy expense some day. On each bridge I noticed water barrels marked "C. P. R. fire barrel" dotted along on each side, in case of fire from falling cinders. Every precaution is taken with these bridges; and a number of watchmen are kept especially to examine each of

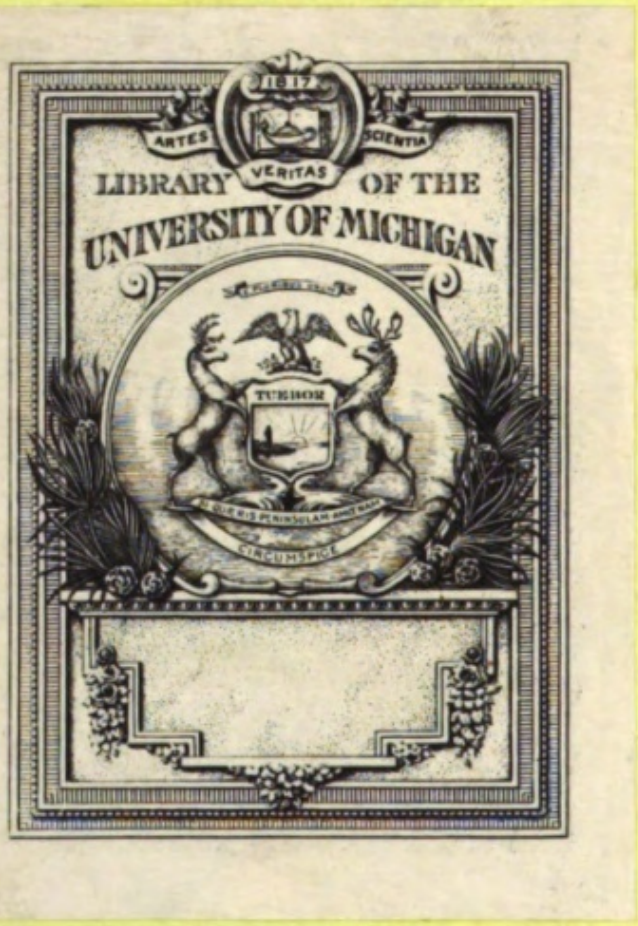
Digitized by Google Original from UNIVERSITY OF MICHIGAN

the principal ones immediately after the passing of a train.

We passed Sudbury in the course of the afternoon, from which place a branch line is being made to Sault-St.-Marie, a narrow strait between Lakes Huron and Superior, over which a bridge was being built (since completed). The country now appeared quite uninhabited, and we only noticed an occasional settler's or platelayer's log house; but even these were very rarely to be seen. We saw but one saw-mill, and only passed one passenger and one freight train during the day. I cannot see where the traffic to pay for this part of the railway is expected to come from. At present one passenger train is started six times in the week from each end of the line—west to east, and east to west; so there must be a string of trains running at equal distances, for it takes five days fourteen hours to reach Vançouver City from Montreal, and *vice versâ*—the distance being 2906 miles; a long way for the same car to run, but the locomotives are changed at certain points. It is a great convenience for travellers to have the same carriages all the time; though, to home readers, the idea of stepping into a "through carriage" for a run of nearly six days, over a distance of almost 3000 miles, must appear strange.

A dining car was attached to our train from 8 A.M.

Digitized by Google Original from UNIVERSITY OF MICHIGAN



Digitized by Google
Original from
UNIVERSITY OF MICHIGAN

G
480
.B26

Agnes Trueman

Second Scripture Prize

Awarded by { M. A. Topliff
I. L. Topliff.

Woodland House School.

Xmas 1893.

Digitized by Google
Original from
UNIVERSITY OF MICHIGAN

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

THE NEW FAR WEST
AND THE OLD FAR EAST.

Digitized by Google
Original from
UNIVERSITY OF MICHIGAN

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Digitized by Google

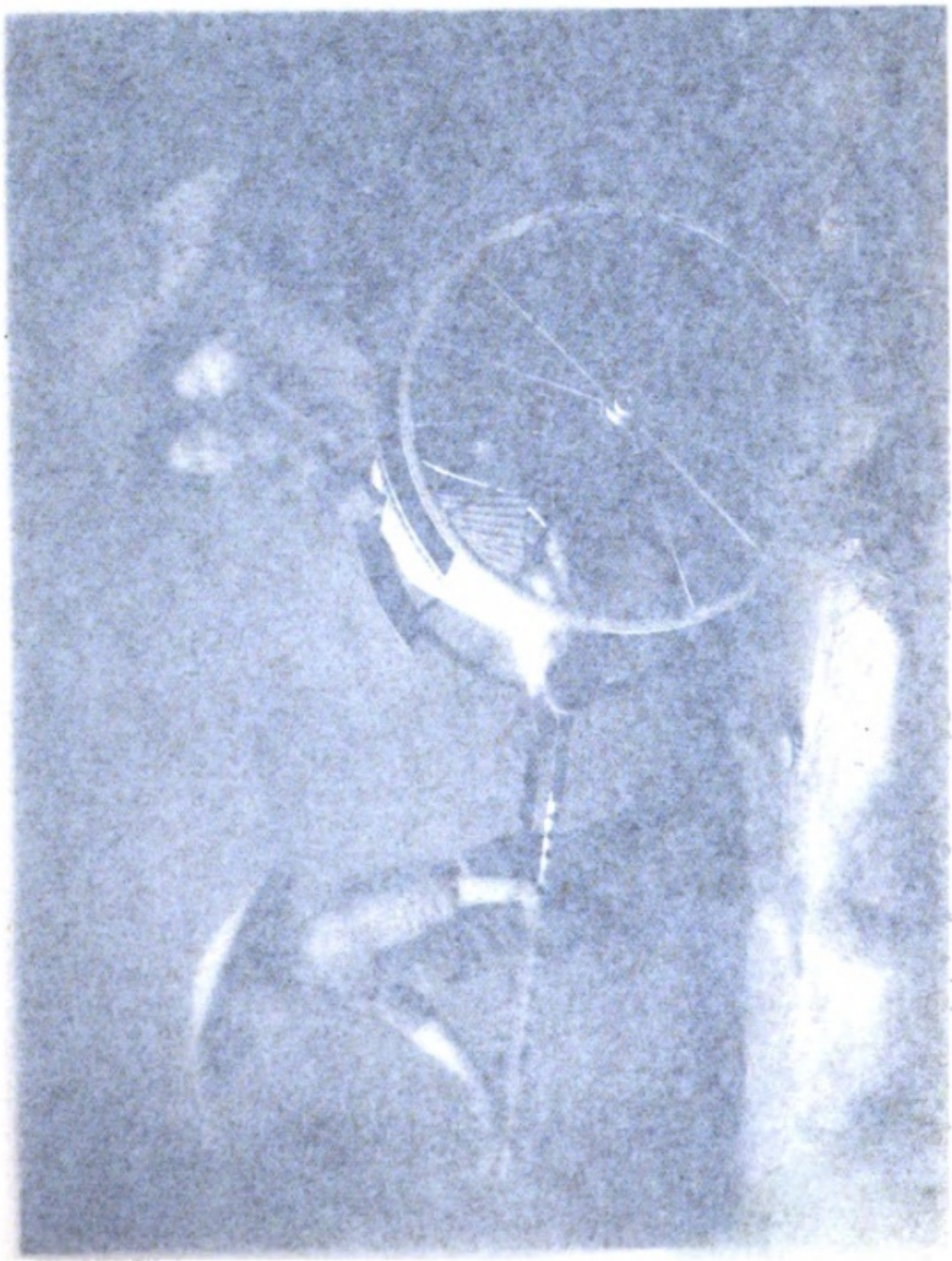
Original from
UNIVERSITY OF MICHIGAN

A JINRIKISHA AT YOKOHAMA.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN



Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

THE

NEW FAR WEST

AND

THE OLD FAR EAST,

BEING NOTES OF A TOUR IN

NORTH AMERICA, JAPAN, CHINA, CEYLON, ETC.

BY

W. HENRY BARNEBY,

AUTHOR OF "LIFE AND LABOUR IN THE FAR FAR WEST," ETC.

WITH MAPS AND ILLUSTRATIONS.

LONDON: EDWARD STANFORD,

26 & 27 COCKSPUR STREET, CHARING CROSS, S.W.

1889.

[*All rights reserved*]

Digitized by Google

Original from UNIVERSITY OF MICHIGAN

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

TO

THE RIGHT HON. SIR MICHAEL E. HICKS-BEACH, BART.,

M.P., D.C.L.,

PRESIDENT OF THE BOARD OF TRADE,

AS A SMALL TOKEN OF AFFECTION AND REGARD

THIS VOLUME IS DEDICATED BY

THE AUTHOR.

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Reference - Station
Location:
3-18-43
54322

PREFACE.

In publishing this volume, I wish to point out to my readers that I have purposely avoided going over old ground. In my last work entitled *Life and Labour in the Far Far West*, published in 1884, I described many places in Canada, revisited in my recent tour. I do not consider a repetition of the same facts necessary; and though in some cases I may be obliged to mention places visited before (for the sake of comparison), it will be as briefly as possible—Granville, now Vancouver City, in British Columbia, excepted.

The new ground in Canada, over which I lately travelled, was a district recently opened up by the Manitoba and North Western Railway, through the "park-like lands of the Fertile Belt;" from Portage-la-Prairie to Langenburg, and by the Canadian Pacific Railway, from Calgary over the Rocky, Selkirk, and Cascade Mountains to the new terminal city of Vancouver.

It was owing to the invitation of a friend (the Vice-President of the Manitoba and North Western Railway), who asked me to accompany him in his private director's "car," over both his own line and that of the Canadian Pacific Railway, that I was induced to make this my third visit to the Dominion of Canada; and the more especially as I was offered facilities for visiting certain

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

people who had settled there, and who had been guided by my advice in selecting the locality of their future homes. I was anxious to see how they were prospering, and to hear from themselves their impressions of the country; fancying that letters home are not always quite so unbiassed as they should be, but that they often from somewhat interested motives paint the country in too rosy colours. This portion of my book will comprise that under the title of *The New Far West.*

Those uninterested in emigration or farming in Canada are recommended to skip chapters VII., VIII. and IX. altogether.

After leaving Canada and the United States, I returned home viâ Japan, China, Ceylon, and Egypt—all new countries to me, my experiences in those regions being described in the portion of the volume entitled *The Old Far East.* I cannot flatter myself that all parts of this volume will be of equal interest to every reader, but the chapters referring to the agricultural lands of Canada may be useful to intending emigrants, and the others are the result of my personal observations, which though cut short and rendered meagre in parts by a severe illness, still I trust may interest those who have not yet visited those far distant lands.

In conclusion, I wish to thank those gentlemen who have taken the trouble of verifying my views, and in particular the Rev. Phipps Onslow, of Upper Sapey Rectory, Worcester, who has perused and slightly corrected this volume previous to going to press.

W. HENRY BARNEBY.

Bredenbury Court, Bromyard, Herefordshire, and Longworth, Hereford.
Carlton Club, S. W., June 1889.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

CONTENTS.

CHAP.		PAGE
I.	TORONTO TO WINNIPEG—CANADIAN PACIFIC RAILWAY ...	1
II.	WINNIPEG TO BANFF AND DONALD, OVER THE ROCKY MOUNTAINS—CANADIAN PACIFIC RAILWAY	11
III.	DONALD TO REVELSTOKE, OVER THE SELKIRK RANGE—CANADIAN PACIFIC RAILWAY	26
IV.	REVELSTOKE OVER THE GOLD RANGE AND CASCADE RANGE TO VANCOUVER CITY, BRITISH COLUMBIA—CANADIAN PACIFIC RAILWAY	38
V.	VANCOUVER CITY, BRITISH COLUMBIA	50
VI.	LULU ISLAND AND CAPILANO CREEK—VANCOUVER CITY TO VICTORIA, VANCOUVER ISLAND	63
VII.	"THE PARK-LIKE LANDS OF THE FERTILE BELT." MANITOBA—BINSCARTH	74
VIII.	"THE PARK-LIKE LANDS OF THE FERTILE BELT." MANITOBA—LANGENBURG—CHURCHBRIDGE—SOLSGIRTH ...	92
IX.	"THE PARK-LIKE LANDS OF THE FERTILE BELT." MANITOBA—SHOAL LAKE—MINNEDOSA—RAPID CITY—NEEPAWA	106
X.	VICTORIA, VANCOUVER ISLAND—BRITISH COLUMBIA ...	121
XI.	VICTORIA, B.C., TO SAN FRANCISCO, U.S.A.	134
XII.	THE PACIFIC OCEAN—YOKOHAMA, JAPAN	153
XIII.	JAPAN (*continued*)	170
XIV.	JAPAN (*continued*)	186
XV.	JAPAN (*continued*)	203
XVI.	JAPAN (*continued*)	221
XVII.	JAPAN (*continued*)	232
XVIII.	HONG KONG—CANTON	245

Digitized by Google

Original from UNIVERSITY OF MICHIGAN

CHAP.		PAGE.
XIX.	HONG KONG—CEYLON	257
XX.	CEYLON	270
XXI.	EN ROUTE HOME—CONCLUSION	279
	APPENDIX A	291
	APPENDIX B	292
	APPENDIX C	294
	APPENDIX D—I. to IV.	298
	APPENDIX E	311
	APPENDIX F	312

MAPS.

1.	THE NEW FAR WEST, FROM LAKE SUPERIOR TO VANCOUVER ISLAND	*To face p.*	148
2.	A KEY MAP TO THE NEIGHBOURHOOD OF YOKOHAMA, JAPAN	,,	202
3.	A MAP OF THE WORLD, SHOWING THE AUTHOR'S ROUTE	,,	290

ILLUSTRATIONS.

1.	A JINRIKISHA AT YOKOHAMA	*Frontispiece*	
2.	OX WAGONS STARTING FOR CARIBOO ...	*To face p.*	39
3.	GORGE ON THE FRASER RIVER	,,	43
4.	BINSCARTH FARM, MANITOBA	,,	81
5.	FUJI-AMA, JAPAN	,,	160
6.	KIGA, NEAR MYANOSHITA, JAPAN	,,	167
7.	A PARTY AT NIKKO, JAPAN	,,	196
8.	ASCENT TO A SHOGUN'S TOMB	,,	202

Digitized by Google

Original from UNIVERSITY OF MICHIGAN

THE NEW FAR WEST.

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

THE NEW FAR WEST

AND THE OLD FAR EAST.

CHAPTER I.

TORONTO TO WINNIPEG.—CANADIAN PACIFIC RAILWAY.

Prairie Fires—Wooden Railway Bridges—Dining Car—Emigrants' Comforts—A Lonely Station—Change of Reckoning Time—Scotch Settlers—Courteous Officials—Depreciation of Land—Good Land Neglected.

We left Toronto by the Northern Railway, and in ten hours' time reached North Bay Station, on the main line of the Canadian Pacific Railway, between Montreal and Vancouver City, about 364 miles west from Montreal. Here we had to wait a considerable time, as the Pacific Express was already two hours late on its journey, so we were able to look about us. North Bay is situated on Lake Nipissing, a rather pretty lake, dotted with islands, and the town itself is said to be a rising place. It is reported that there is some good land in the neighbourhood; but if so,

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

it is the last we noted on our journey for many miles west. But as it is a "junction station," there must be a fair prospect of some business doing here.

Upon the arrival of the Canadian Pacific train, we travelled along the north shore of Lake Nipissing, passing through forest mostly very much burnt. In the open spaces cleared by fire young self-sown trees were growing; but in other parts, where the fires had not done their work so thoroughly, we steamed through miles and miles of bare, blackened poles, showing what terrible destruction had been caused by the ravages of these unchecked forest fires. Rocks, charred trees, and scrub brushwood formed the order of the day, and succeeded each other in very monotonous regularity.

The train kept up a good pace, quickening at times, especially down some of the inclines, where it appeared to go almost too fast; but doubtless this was in order to make up for lost time. I was struck by the great number of wooden bridges we passed over; keeping them in efficient repair will prove a heavy expense some day. On each bridge I noticed water barrels marked "C. P. R. fire barrel" dotted along on each side, in case of fire from falling cinders. Every precaution is taken with these bridges; and a number of watchmen are kept especially to examine each of

Digitized by Google Original from UNIVERSITY OF MICHIGAN

the principal ones immediately after the passing of a train.

We passed Sudbury in the course of the afternoon, from which place a branch line is being made to Sault-St.-Marie, a narrow strait between Lakes Huron and Superior, over which a bridge was being built (since completed). The country now appeared quite uninhabited, and we only noticed an occasional settler's or platelayer's log house; but even these were very rarely to be seen. We saw but one saw-mill, and only passed one passenger and one freight train during the day. I cannot see where the traffic to pay for this part of the railway is expected to come from. At present one passenger train is started six times in the week from each end of the line—west to east, and east to west; so there must be a string of trains running at equal distances, for it takes five days fourteen hours to reach Vancouver City from Montreal, and *vice versâ*—the distance being 2906 miles; a long way for the same car to run, but the locomotives are changed at certain points. It is a great convenience for travellers to have the same carriages all the time; though, to home readers, the idea of stepping into a "through carriage" for a run of nearly six days, over a distance of almost 3000 miles, must appear strange.

A dining car was attached to our train from 8 A.M.

Digitized by Google Original from UNIVERSITY OF MICHIGAN

to 8 P.M., so there was no occasion for refreshment rooms at the stations; but I do not know how emigrants get on, or what chance they have of buying anything. Their comfort is, however, considerably studied, and they are supplied with convenient bed racks, like the "Pullman's" in some respects, but with no mattresses. The permanent way and rolling stock of the Canadian Pacific Railway are excellent, and the carriages superior to any I have seen elsewhere, either in the States or Canada. The tariff in the dining car is moderate, three shillings being the fixed charge for each meal, and the catering is very good indeed.

There is also a very appreciable difference between the courtesy of the officials of this line and that which I have noticed as conspicuous for its absence in many other parts. A leaf out of the C. P. R. book might in this respect be taken with advantages by employés elsewhere.

A traveller between North Bay and Winnipeg, a distance of over 1200 miles, must not expect to see any rich agricultural lands, for if he does he will be disappointed. Minerals there are said to be in abundance, but these are not generally visible at present. On leaving Onaping we continued to pass through forest, lake, and scrub wood scenery, all very monotonous, for about 100 miles. We were told that this forest is about

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

400 miles in length, and every part of it is very much blackened and charred by forest fires. It was a pleasant change when, after some hours of darkness, we caught the first view of Lake Superior at Heron Bay. The engineering work along the north side of the lake must have been exceedingly heavy and difficult to carry through, especially before reaching Jack-fish Bay, where the line is taken through granite rocks of the most formidable description. Jack-fish Station, on the bay of that name, did not appear a desirable situation in which to spend a long winter, its only surroundings consisting of a pair of cabins and a fisherman's boat.

After ascending a steep incline, we plunged into the forests and rocks again, and proceeded to Schreiber, a large depôt for railway people, platelayers, &c., but nothing more. It was, however, quite refreshing to see a few houses again. After this we travelled on through some very good lake and forest scenery to Nepigon Bay, where we crossed the river of that name, which runs from Lake Nepigon, famous for its trout fishing (and also for its mosquitos). The views of Lake Superior from Jack-fish Bay up to Red Rock Bay were exceedingly fine.

During the rebellion in 1885[1] the corps of volunteers under General Middleton were conveyed a considerable

[1] See Appendix A.

Digitized by Google Original from UNIVERSITY OF MICHIGAN

distance by the Canadian Pacific Railroad; but at that time the line between Jack-fish and Red Rock Bays (a distance of about 70 miles) was not completed, owing to the very heavy rock cutting before alluded to. The volunteers marched a great part of this distance, over the frozen surface of the lake, and after submitting to great hardships, took train again at Red Rock Bay.

We took on board two or three passengers at Nepigon, the first who had availed themselves of the train since we joined it at North Bay, a distance of 564 miles. This tends to corroborate the theory of there not being many local passengers in this part. At Port Arthur we came upon a partially open country, where a few cows were grazing. These were the first we had seen for 629 miles, the whole of the intervening country being apparently (so far as we could judge) uninhabited and devoid of cultivation.

Port Arthur is very well situated on Lake Superior, and is the steamboat junction for Owen Sound, on Georgian Bay, Ontario. A few miles more and we arrived at Fort William, an old Hudson Bay Company's trading station, and here we stopped to have our train examined after its long run of 1000 miles from Montreal. From this point westwards, the new mode (to us) of reckoning time was used by the railway company,

Digitized by Google Original from UNIVERSITY OF MICHIGAN

namely, one to twenty-four o'clock, beginning at midnight.

Soon after leaving Fort William we skirted the Kaministiquia river (said to be very good for trout, and almost a virgin stream for fishing), which is well wooded on either side. The trees in this district are untouched by fire, and thus form a most delightful change after witnessing the devastation caused elsewhere. Lake and forest followed each other in due succession until we emerged at Selkirk Station, about twenty miles from Winnipeg. The settlement hard by was formed some years ago by Lord Selkirk, and named after him. It is said that the settlers here have intermixed very much with the half-breeds; but the present race still speak broad Scotch. There was palpable evidence on all sides that these people are poor farmers, and have made no progress. Shortly afterwards we arrived at Winnipeg, a distance of 1059 miles from North Bay (where we had joined the Pacific Express), and 1423 miles from Montreal. I must confess that I have never seen a more hopeless country through which to run a railway, and I cannot understand how this section of over 1000 miles out of 2900 miles can possibly be expected to pay, except perhaps as a through connection. Briefly speaking, this (say) 3000 miles of railway between Montreal

Digitized by Google Original from UNIVERSITY OF MICHIGAN

and Vancouver City may be divided as follows—1000 miles of forests and rock, 1000 miles of prairie and agricultural lands, 1000 miles of mountain and wastes.

Four years had passed since I was last at Winnipeg; and during that time the suburbs of the town have been greatly extended, but in the city itself I did not think there was much difference, except in "Main Street"; this has been very much improved, and is now paved with wood, and many of the houses have been rebuilt, some with a rather top-heavy style of "battlement," giving the street a somewhat irregular appearance. The various back streets appear to have been at a standstill, and the magnificent streets laid out to the right and left of Main Street are still unbuilt, and consist of side-walks and telegraph-poles only. Excepting Main Street, all the streets are in a deplorable state of ruts and unevenness; the declivities at the corners appear complete traps, certain to overturn any carriage other than the native buggy. There seemed to me to be a want of "go" about the place in comparison to what I had observed in 1883, and the streets were very empty; but this, I was told, was due to the farmers all now being busy in the country, as harvest operations were in full progress.

While at Winnipeg I took the opportunity of visit-

Digitized by Google Original from UNIVERSITY OF MICHIGAN

ing the small property I had purchased in 1881, near Otterbourne, 30 miles south of Winnipeg. Mr. Herbert Power, who has now such a practical knowledge of land in Manitoba, accompanied me, as I was anxious to hear his opinion of the property, and of the quality of the land. On reaching Otterbourne Station, Captain Leckie, the postmaster, drove us out the three miles in a very primitive buggy. First of all we visited the brothers McVicar, who live on a neighbouring section, and whose acquaintance I had made in 1883. Since then their father has built a new house about a mile off; but this was the only improvement I could notice in the Otterbourne district in the last four years. The McVicars were again most hospitable, and, having freely expressed themselves to the effect that they would like to hang "all them speculators," very kindly offered to show me my land. The depth of soil there is about four feet, and Mr. Power, Captain Leckie, and Neven McVicar all agreed that it was land of a very first-rate description. At the same time, this and other land around has gone down in value quite 30 to 50 per cent. since I was last here in 1883; in fact, it is difficult to put a price on it, as there are no buyers. All the land round my sections, except that occupied by the McVicars, is still "unsettled," and held by non-residents. I have

Digitized by Google Original from UNIVERSITY OF MICHIGAN

on former occasions pointed out the mistake people make by rushing far West (unless they are miners), instead of settling down on the rich lands of the Red River Valley; and I am in no fear of contradiction when I repeat that this is the best land, not only in Manitoba, but I believe in the whole of Canada and British Columbia. Yet the population is small and scattered, and the money-making power of the settlers does not appear to be very rapid; for when I reminded McVicar of how he had told me when I was at Little Bredenbury before that he could not get married because there were no girls, he replied, "There are no girls at all now, and I could not keep a wife if I had one."

As regards the climate here,[1] a severe hailstorm had occurred about the middle of July, and had considerably injured the standing crops; but it was purely local, and was also very partial, striking one field and sparing the next. The McVicars said that at the time we were there (the end of August) the frost was beginning to whiten the grass.

[1] For further information as to climate, see *Life and Labour in the Far Far West*, by W. Henry Barneby. Cassell and Co., London, 1884.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

CHAPTER II.

WINNIPEG TO BANFF AND DONALD, OVER THE ROCKY MOUNTAINS, CANADIAN PACIFIC RAILWAY.

A Burnt Prairie—Untidy Houses—Ogilvie Elevators—A Barren Country—Traffic in Buffalo Bones—A Successful Coal Mine—A Gathering of Monarchs—A Cure for Rheumatism—Primitive Bathing Establishment—An Original Advertisement—Anthracite Coal Mine—A new Field for Alpine Climbers—A Difficult Pass—Change of Time.

LEAVING Winnipeg for the west, I was exceedingly sorry not to revisit Southern Manitoba[1] by the way, in order to see what improvements (if any) had taken place there since 1883. This district is traversed by the South-Western branch of the Canadian Pacific Railway, and is a part of Manitoba, in which I take great interest. On account of the superior quality of some of the land, it is a favourite district for *bonâ fide* settlers and emigrants, though it has to my mind been somewhat overlooked by the general public.

However, by following the route adopted, I had an

[1] See *Life and Labour in the Far Fur West.*

Digitized by Google Original from UNIVERSITY OF MICHIGAN

opportunity of observing the whole of the main line of the Canadian Pacific Railway. The prairie immediately adjoining the track was much burnt, owing to fires started by falling cinders or sparks from passing locomotives; and perhaps the comparative absence of "settlement" may be due partly to this, as well as to the fact of the land being held by speculators. The Manitoba and North-Western Railway, and the district adjoining now opened up for settlers, which will be described later on after visiting Vancouver City, branches off at Portage la Prairie. This place I now passed for the fourth time in my life; it is one of the oldest settlements, and is almost entirely devoted to wheat raising. The late autumn is, I think, a very favourable time to see the country,—for the stacks are finished, and are dotted about in every direction; but at Burnside (the next station to Portage la Prairie) the wheat-fields cease, and rough unreclaimed land again appears. The wheat-farming round Portage always strikes me as superior to any other in Manitoba or the North-West Territory; round Carberry, too, there is a considerable amount of good farming. Brandon, again, is said to be a head centre for grain growing; but I remember that in 1883, when I inspected this district, I was more struck with the business prosperity of the town, than with the look of the district and the neighbourhood from an agri-

Digitized by Google Original from UNIVERSITY OF MICHIGAN

cultural point of view. Brandon itself now (1887) appears to have developed; several buildings which were in wood at the time of my last visit are now re-erected in stone, and there are also some new public buildings. On the northern side of the station, however, several poor-looking structures have recently been put up, and the neighbourhood of the station generally does not do credit to the rest of the place, being neglected and untidy; this is a pity, as Brandon bears such a good name.

The next few towns we passed did not appear to have made any recent progress, till reaching Elkhorn, where considerable improvement was visible; and its neighbour Virden has made even greater strides still. A large proportion of the land passed through to-day is not worth cultivating; I need not mention particular localities, but it must be understood that I am referring especially to lands adjoining the railway. Further away on each side there are many settled houses; and "Ogilvie's" elevators are to be seen at nearly all the stations; these have been, for the most part, erected since my last visit, and are a sure sign of the increased prosperity of the country, which is satisfactory. Mr. Ogilvie is the great miller, not only of the province of Manitoba, but also of the whole Dominion of Canada. At some stations there was competition, as I noticed

Digitized by Google Original from UNIVERSITY OF MICHIGAN

other elevators bearing the name of Messrs. McBean Brothers.

Virden has much increased in size since I was last there, and now possesses a cheese factory, a flour rolling mill, an English church, town-hall and school, and many new buildings for the growing population. Leaving Virden we passed several other places which I had visited in 1883, including the capital, Regina, and Moosejaw; and continued our journey westwards over a very bad bit of line (caused, I believe, by the softness of the land over which it passed), where our car, which was attached to the end of the train, shook in the most alarming manner, so that we fully expected it would leave the track. However, all went right, and after a very unpleasant experience of three and a half hours' rocking, the line improved.

The country west of Moosejaw, along the Canadian Pacific Railway, appears to be absolutely worthless for farming purposes, until within 40 or 50 miles of Calgary—a great deal is completely desert, with sage bush as the principal crop, and alkali abounds throughout the district. It is true that the Canadian Pacific Railway Company have started trial farms here and there. I cannot say how they are answering, but at any rate they stand alone; no settlers appear to have been tempted to follow the example, for I hardly

Digitized by Google Original from UNIVERSITY OF MICHIGAN

noticed any settlers' huts at all. The towns adjoining the various railway stations have, as a rule, not been much enlarged in the last four years. At Swift Current the principal traffic appeared to be huge piles of buffalo bones, which are found here on the prairie in great numbers, and are bought by the traders from the Indians to make into manure. Maple Creek has not made much advance in farming, but this place and Calgary are developing as shipping points for Montana cattle. The Americans send their cattle in bond to Maple Creek, whence they are despatched by rail; there is a duty of 20 dollars a head for each animal imported into Canada from the States. At Dunmore the North Western Coal and Navigation Company make a junction with the Canadian Pacific Railway. This little line is 109 miles long, and has only recently been opened, for the purpose of bringing coal from the Galt coal mines—a speculation started as a company by Sir Alexander Galt a few years ago, and which is proving a great success. Passing Medicine Hat, which has increased a little since 1883, and which for commercial purposes is probably a good centre, owing to the various coal mines in its vicinity, we continued our way through a very barren country, where the prairie was composed of loose shingle and pebbles, and where there was not a house or dwelling of any kind to be seen, except here and there an

Digitized by Google Original from UNIVERSITY OF MICHIGAN

occasional cabin. As I drove over it in 1883, I know that this class of land continues to within about 40 miles of Calgary; but there its character changes entirely, and Calgary is recognized as the head centre of the cattle and ranching business. Around Fort McLeod (to the south of the line) is the finest district in the Dominion for ranching, and the various companies and private individuals who follow this calling have already been described,[1] and are too well-known for there to be any need for me to touch on the subject now. A stage runs in five days from Calgary to Edmonton, which latter has the reputation of being also a fine country, though better for cattle and horses than wheat growing, owing to the summer frosts. Then again further north is the Peace River district, which is very well spoken of, but not much opened out as yet. At Calgary, which is beautifully situated, there is an excellent Immigrants and Enquiry Office, with a large immigrants' shed attached.

From here the foothills of the Rocky Mountains are seen, and the scenery rapidly improves, until at Banff, in the heart of the Rockies, it is very grand and striking indeed. This little town (which has sprung into existence during the last twelve months) is situated in

[1] See *Life and Labour in the Far Far West*, by W. Henry Barneby. Cassell and Co., London, 1884.

Digitized by Google Original from UNIVERSITY OF MICHIGAN

a wild rough valley at a spot from which many mountain valleys diverge; hence there are not one or two solitary mountains only to admire, but two or three dozen of them, all grand and majestic, but almost devoid of vegetation, except for a few trees growing apparently out of the solid rock. When I saw them the mountains all had a sprinkling of snow, but some of it is annual. They seemed like a gathering of "mountain monarchs" assembled here in conclave. The grandest, to my mind, and I believe also the highest, is the Cascade Mountain, said to be 10,000 feet high, but Banff itself is at such an elevation above the sea that it hardly looks its height; and this is the case with all others in the Rocky Mountain range, as far as my experience goes. Seen from Banff this portion of the range has a rugged grandeur, which would be relieved more or less by its pine forests, if these had not been damaged to an irreparable extent by fires which must at times have made the mountains look as if they themselves were all ablaze. The remnants of the forest are straight pines of no girth, looking, indeed, rather like a plantation; but the soil here, even in the bottom lands, would not allow of much growth.

Being detached from the train, and leaving our car on a siding, we took two buggies to view the beauties of the neighbourhood, and drove first to the "City," where

Digitized by Google Original from UNIVERSITY OF MICHIGAN

there was more bustle going on in erecting houses than in any other place I had seen along the line. Everything was new; the "City" consisted of at least as many tents as houses, but the preparations everywhere showed that in another year's time all this would be changed. We crossed the Bow River—a beautifully clear stream almost as blue as the Lake of Geneva—on a bridge made of wooden rafts fastened together; but this bridge is soon to give way to a new and ugly structure of light iron and wood. The road was excellent, as all these roads are; they are made by the Government, for the Dominion has taken possession of a district ten or more miles square here as a National Park (said to be 24 miles long and nine wide). I believe all the houses and shops here now being run up are under lease, and not freehold. We drove to the source of the Hot Springs, discovered only about three years ago. It is about 1000 feet above the river, and we found a very strong stream issuing from the side of the mountain, the temperature of the water being about 119°. It has all been reserved by the Dominion Government, and six-inch iron pipes have already been laid to convey this valuable property to baths, &c., for the benefit of the public. It is said to be a first-rate cure for rheumatism and other ailments. New baths have now just been erected, but the primitive ones of the previous

Digitized by Google Original from UNIVERSITY OF MICHIGAN

year took my fancy most, simply a wooden covering or shed divided into two, in both of which holes about 15 feet by 10 feet were dug out of the solid rock to serve as baths, the water flowing straight through them. The division between the two was of planks, one being for ladies, the other for gentlemen. All this has now given way to a new erection with zinc baths and a large wooden one as a plunge bath, still rather primitive. Into these the hot water rushes fresh from the spring. I could hardly hold my hand in it, so I thought it advisable to decline a plunge in case I should come out lobster fashion. There was no touting; everything seemed open to any one to inspect; and it is evident that as yet Banff has not been spoilt by the tourist element. But I fear in the course of a few years, owing to its attractions and its natural beauties, all this will be changed. There was only one advertisement, and that such a natural and primitive one that no one could object to it. Some poor person who had sought a cure and found it here, had hung up his crutch with this inscription, "The man who used this crutch is cured, and gone home."

I think I have never seen anything to compare with the "cave" and natural "basin" here. The former is now approached by a tunnel, but until quite recently the only access was from a small hole above into a

Digitized by Google Original from UNIVERSITY OF MICHIGAN

natural cave about 30 feet deep, at the bottom of which was a pool of sulphurous water—as clear and bright as crystal—rising from a strong spring below. This cave was till lately perfect, quite round, with a vaulted roof; the walls and dome are all stalactite, at the top of which is the hole through which the steam evaporated, which led to its discovery three years ago by a working man who was a "prospector." A little wooden platform has now been placed all round, for the convenience of bathers. The "Basin" is about 300 yards away, and is another warm sulphur spring, bubbling up through the rock into a natural pool; but in order to deepen it a little a wall has been erected, and it is now about 6 feet deep by 30 feet square. A little chalet has been built outside with dressing-rooms, but the bath itself is unenclosed. This and the cave are the most perfect baths I have ever seen, and are quite unique; their temperature is lower than that of the hot spring from the mountains mentioned previously. Banff has great natural advantages, but whether its distance from centres of civilization will preclude its being visited by thousands remains to be seen. I cannot help thinking we shall hear a good deal of this little spot in the Rocky Mountains and its national park in the near future; but the whole thing is in the hands of the Government.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

From here we visited the coal-mines of the Canadian Anthracite Company, close to the next station east from Banff. This mine only commenced working November, 1886; already there is an hotel, a store, and several houses; about 150 hands were employed, and I was told many more men would shortly be wanted. We walked straight in, a distance of about 400 yards, along a level about 20 feet above the railway; it was very wet underfoot, but there was plenty of space to walk upright. There were two other branches besides the one we traversed, and a good deal of blasting was going on in another shaft, which shook the whole place and made it feel a little uncomfortable: at least so said a Canadian who was walking next me, and who was more accustomed to this sort of thing than I was.

Leaving Banff and continuing our journey westward, the sunrise was beautiful, tinting with a warm red glow all the snow-capped summits of the Rockies within sight. The railway follows the valley of the Bow River, which is guarded by immense mountains on either side, Castle Mountain being the one of the greatest importance. Later on we reached the summit valley, 5300 feet above the sea. This valley appears to be a certain medium width for a time, until it contracts and becomes the Kicking Horse Pass, a much narrower defile. Many of the innumerable mountains

Digitized by Google Original from UNIVERSITY OF MICHIGAN

in this part are still unnamed, and this would make a grand field for adventure for Alpine climbers, with opportunities of giving names of their own choice to these "snow-capped giants" of the Rockies. Here again many trees were scorched and burnt, their blackened stems spoiling the lovely scenery a great deal; but I was glad to see a good growth of seedlings rising amongst their ashes, so in a few years I hope these forests may be green once more. After passing Silver City (started when silver was expected to be worked here, but now a poor miserable place, a mere collection of shabby-looking log huts), there were unmistakable signs that we were approaching the summit. Frost and a thick snow were visible on the track and adjacent land. The stunted spruce and poplar grew smaller, and the valley and mountains all had a very sterile look.

At Laggan our carriage-wheels were examined, and then we steamed for the summit, passing Mount Macdonald on our way; and, neither stopping at the summit station nor at Stephen, we began at once to descend the western slope of the mountains. From Hector to Field a most magnificent panorama lay before us as we continued our gradual but sure descent for a distance of eight miles. During this time we passed Mount Stephen, a magnificent mountain, 12,000 feet

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

high. At Field there is a comfortable hotel, in the hands of the C. P. R., and half an hour is allowed for breakfast. The snow soon disappeared as we descended to the westward, and the timber began to increase in size; but beyond Field the forests were again terribly damaged by fire, whole mountain sides being quite black with charred timber.

Leaving Palliser we entered the cañon of the smaller Kicking Horse Pass, where there was but just room for the river and the railway, sometimes indeed barely room for the two. Thus we proceeded for miles, with immense overhanging mountains above us, passing through tunnels, and on the verge of precipices. It is truly a wonder that a railway could have been constructed along such a course; and yet without such a communication as this, the thread could never have been drawn to connect British Columbia with the rest of the Dominion. At one point, where there appeared but just room for the river only, a tunnel had been bored for the passage of the train, but it was through soft material, and not long ago it fell in. A wonderful curve has now been made outside the tunnel bordering on the river bank, and on this the line is laid for the train to twist round; the curve was so great that from our car at the rear end of the train we could plainly see the broadside of the engine.

Digitized by Google Original from UNIVERSITY OF MICHIGAN

We descended from the Rockies into the Columbia River Valley at Golden City, the station for the Kootenay district. Here I made inquiries about the s.s. *Duchess*, which, ascending the river 100 miles to Windermere, is a great help to any one wishing to visit the Kootenay Valley. I was, however, told that she could now only go half the distance, as the water in the river was too low; and that in another fortnight, say the middle of September, she would cease running altogether for this season. The railway followed the course of the valley to Donald, distant 2445 miles west from Montreal, and 461 east from Vancouver City. By our watches it was just noon; but this being the commencement of the Pacific section of the line, the time was here put back an hour by the clock. We had now crossed the Rocky Mountains, our descent at Golden City having terminated that portion of our journey. On the opposite side of the valley rose the Selkirk range, and this we were next to traverse. The Columbia Valley divides these two chains of mountains, and Donald is most beautifully situated between them. While here, Mr. Baker kindly arranged with the superintendent of the Pacific section of the line that our car should be sent on with a special engine at 2 P.M., so as to give me an opportunity of calling upon my old friend, Mr. Justice Crease, of Victoria, who was

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

holding the Assizes at Donald. I found him sitting in Court, but he soon had an opportunity to adjourn for a time, and we went together to his house, which was nicely situated in a pine forest overlooking the river. I was much struck by the very superior look of the people I saw in Court, many of them *employés* of the Canadian Pacific Railway, who are a highly respectable class of men, and by the Grand Jury in particular.

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

CHAPTER III.

DONALD TO REVELSTOKE, OVER THE SELKIRK RANGE—CAMBRIAN PACIFIC RAILWAY.

Engineering Skill—A Lonely Station—Magnificent Scenery—The Highest Bridge in the World—Precautions against Fire—Dangers of Winter Travelling—A Narrow Defile—Eight Miles of Snow-sheds—A Splendid Glacier—Strange Effects of a Tornado—Mr. Caine, M.P.—Railway Loops—Chinese Camps.

CONTINUING our journey westwards from Donald over the Selkirk range, in British Columbia, our route lay first along the bank of the Columbia River. The grade was a steep one, and dangerously liable to falls of stones and boulders and loose earth from above. Our special engine took our car about eleven miles, and we were then hooked on to a ballast train, and conveyed as far as Bear Creek Station, where we had to halt for the night; it being too late, owing to the delay caused by waiting for an eastward-bound ballast train, for us to reach Glacier House Station, which had been our proposed stopping-place.

Digitized by Google Original from UNIVERSITY OF MICHIGAN

The ascent of the Selkirks is by Rogers' Pass, and is very steep; the track is laid along the face of the mountain overlooking the river, the gorge is a very narrow one, and the scenery is of the grandest description; snow-capped mountain peaks were visible on all sides, their lower slopes being clothed with magnificent pine forests. We passed over two very high trestle bridges, one 156 feet high, called Mountain Creek, and the other 298 feet high and 450 feet long, called Stony Creek. Some of the travelling was not very pleasant, for the work seemed so new, and the face of the cuttings was composed of loose sand and shingle, which were continually silting down; we heard that only a few days previously some of these loose boulders had caused the upset of two coaches of the Pacific express, being, in fact, the train from which we had been detached at Donald. The line throughout is a marvellous piece of engineering skill and perseverance; and it is astonishing how this continuous chain of passes could have been discovered, which led to the construction of this wonderful line of railway through a wilderness of pine forests, among mountains thousands of feet above the level of the sea, far away from any civilization.

The siding at Bear Creek Station, where our car remained for the night, was in the midst of a thick

Digitized by Google Original from UNIVERSITY OF MICHIGAN

forest, high up on the mountain side, near the top of the Selkirks, far away from any population; but this made no difference to us in our travelling home, as our larder was well supplied for a lengthened outing. It was a beautiful, solitary spot, with the Beaver River flowing far below, and magnificent mountain peaks rising all around, showing their snowy summits over the heads of the tall pine-trees. A station was placed here on account of the water supply; for as there are no houses of any description in the neighbourhood, of course passengers can hardly ever be expected to present themselves. The air was very pure and exhilarating; the weather was perfection, clear, bright, and warm, with only a slight breeze,—and under these very favourable conditions for enjoyment we passed through some of the most magnificent scenery it is possible to behold in the world. I have previously attempted to describe the beauties of the Rockies at Banff; but in point of scenery they are not to be compared to the Selkirks; and, besides, on the latter the timber is much finer, and the vegetation far more luxuriant. In this respect there is on the Rockies a marked change on the Pacific side, but it is more especially noticeable on the Selkirks, for the trees gradually and strikingly increase in size, and ferns and moss and forest vegetation of every description begin to present themselves in rich profusion.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Before breakfast I walked down to Stony Creek Bridge, which we had crossed the previous night. It is said to be the highest in the world, and is supported in the centre by an immense wooden tower, with a smaller one at either end. There was a water tank close by, and an iron hose was run along the top of the bridge near the rails, in order to turn on water in case of fire; at one end was a house for a watchman to guard the structure, which was all of wood. The great care taken by the directors of the Canadian Pacific Railway to insure the safety of its passengers, and to guard against accidents, is noticeable along the whole line, in this and in many other ways.

When the ballast train returned with its morning load, our car was attached to it for conveyance to "Glacier" Station, ten miles further on, where we were to wait the arrival of the ordinary passenger train to take us on to Ashcroft. The route still lay high up on the mountain side far above the Beaver River, through the midst of a fine forest of spruce, hemlock, and fir. We were fortunate in making our trip in what I was told was the best time of the year for seeing this country, viz. September and October; for in the winter there is a great deal of snow, and in 1886 this pass (Rogers' Pass) was blocked for several weeks. Snow commences to fall usually in November, and lasts till

Digitized by Google Original from UNIVERSITY OF MICHIGAN

March; this latter month and April are generally the most dangerous months here for travelling, on account of the falling masses of boulders and loose gravel, which constitute in a great measure the formation of the mountain side along which the course of the line has been laid. This danger will be very materially lessened by the snow and boulder tunnels now in course of construction; these are being made in the strongest possible manner, and indeed all is being done that can be done for the protection of the trains and their freight; but at the same time these tunnels of course naturally very seriously interfere with the views of the magnificent scenery, which would otherwise be visible from the train. It was our good fortune to see these views as well as it is possible to see them, for our car had plate-glass windows all round, and as it was the only passenger carriage on the freight train, we could procure both front and rear views; the only objection being that when one's attention was startled and riveted by one magnificent bit of scenery, there would come a shout from some one of the party from the other end of the car, to go and look at an equally fine view there; so that there was a constant rushing backwards and forwards from one end of our fifty feet car to the other. In almost the narrowest part of the defile, into the depths of which the sun's rays could seldom if ever

Digitized by Google Original from UNIVERSITY OF MICHIGAN

penetrate, the fine head of Mount Carroll (5558 feet high) rises above the railway on the one hand, with Mount Hermit (4983 feet high) on the other.

Steaming on between these two snow-capped guardians of the pass, we continued our way, and gradually the valley widened, and we found ourselves at Rogers' Pass Station; with magnificent precipitous mountains all round us, where the trees, even below the timber-line, failed to find a footing. Mounts Carroll and Hermit were still the grandest objects in the view; and I fully think that no mountain scenery can possibly surpass the scenery here, and that a little further on at Glacier. At Rogers' Pass Station sufficient ground had been cleared for the erection of a very small town of wooden shanties, but the stumps of the forest trees were left all around. Soon we arrived at the Summit house of the Selkirk range; and from here the finest view of any was obtained, combining in beautiful juxtaposition rock, snow, and glaciers; with timber and patches of grass on the lower ground; the lights and shadows over the whole being simply perfect. We now passed through numerous and lengthy snow-sheds, extending in places over eight continuous miles of the run. They are made of British Columbian cedar; I should fear there might be some danger of their catching fire when thoroughly dry.

Digitized by Google Original from UNIVERSITY OF MICHIGAN

Glacier Station (pronounced here "Glazier") is approached down an incline.

Here the scenery is most wonderful; on the one side the huge glacier itself coming down from a frowning mountain, guarded by Mount Sir Donald, about 11,000 feet high, and the Syndicate Peak; and then turning the other way there was a beautiful view of the Illecillewaet Valley, on the further side of which rose Mount Ross and a crowd of other mountains, partially clothed with pine forests, which in this case I am glad to say were untouched by fire. There is a small hotel at Glacier, kept by the Canadian Pacific Railway Company, and the manager told me that a large new one was to be built very shortly; fishponds and gardens were already being planned, but I am glad to have seen the place before these contemplated changes are made, for its natural charm and beauty will not be improved by them. We walked up to see the glacier, and on our way passed through forest in a perfectly primeval state, where the ground under our feet was soft with decayed timber. We came upon a most curious section, in a tract of about three acres, which must have been visited by a tornado; the trunks of the trees, black with age, were lying as it were in one huge mass, and twisted and twirled about in every direction. This could not have been the work of an avalanche or landslip, as there was

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

no break or passage in the forest all round. The glacier is a huge one, but I did not notice any large crevasses like those in the Swiss glaciers, and therefore the effect of the beautiful blue shades caused by these was missing. A mountain peak rose high above the glacier, and to the right of this a new moon was (at 1.50 P.M.) clearly visible.

In due time our car was attached to the ordinary train and we proceeded on our journey. Travelling in a private car there are many opportunities for doing little acts of kindness and of showing hospitality, one of which appears to have been appreciated by the author of *A Trip Round the World* (Mr. W. S. Caine, M.P.), published in 1888, in whose book at p. 109 I find the following remarks referring to us and our car, which I venture to insert here, to explain more fully an outsider's and total stranger's opinion of the comfort in which we were travelling, and the special advantages we had of seeing the country, which I, for one, fully appreciated, although not for the first time :—

"Leaving Glacier House on Wednesday, the 21st, we found attached to the train one of the handsome private travelling carriages which are used by directors and officials on the long lines which cross the American continent, and which are travelling homes of both comfort and luxury. Shortly after starting, a coloured

Digitized by Google Original from UNIVERSITY OF MICHIGAN

servant brought me a card bearing the name of Mr. Baker, the General Superintendent of the Manitoba and North-Western Railway, a line which opens up a fine agricultural district north of the Canadian Pacific Railway. Mr. Baker wished my daughter and me to ride through the beautiful scenery of the Selkirk range in his carriage, which, being at the tail of the train, commanded a clear view, and he also asked us to dine with him afterwards. He first showed us over his car, in which he lives all the year round for nine days out of fourteen, travelling up and down his line. It was a carriage somewhat longer than a North-Western first-class coach. It was divided into a dining-room, large drawing-room, kitchen, pantry, and two comfortable bedrooms, all handsomely furnished, with a small platform or terrace at each end, on one of which were kept the stores in ice-lined boxes, and the other was a sort of balcony on which to sit and view the passing scenery. An admirable dinner was served, consisting of soup, oysters, roast beef, two vegetables, pudding, and dessert, with a cup of excellent coffee. Mr. Baker was taking a holiday with some English friends. The car was shunted at any station along the line which they wished to visit, and the party were enjoying excellent opportunities for sport on the many lakes along the prairie—the resorts of a great variety of wild-fowl—as well as

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

being able to see the whole scenery of the Rockies and the Selkirks by daylight, by hooking on to freight and ballast trains. We left them behind about 10 o'clock P.M. on an arm of the great Shuswap Lake, where they had good duck-shooting next day, while Mr. Baker killed six trout over 2lbs. each."

Mr. Caine does not add what he told us, viz., that at the moment the coloured servant (our factotum Frank, a negro) entered the Pullman sleeper and presented Mr. Baker's card, a lively conversation was going on among the occupants (Lord Herschell and Mr. Caine, I believe, among the number) as to the inconvenience occasioned by the presence of the new-comers (our car), for, as it was attached to the rear-end of the train, it was blocking the best view of one of the finest parts of the Selkirks. The invitation alluded to by Mr. Caine worked an immediate change in the aspect of the question, so far as he was concerned, and I dare say he enjoyed the scenery all the more after experiencing the temporary disappointment caused by our sudden appearance.

We proceeded on our journey, descending by what are called the C. P. R. "loops" into the Illecillewaet Valley below. These "loops" are a series of doubles, or zigzags, by which an easy descent is made. Although very well engineered, they cannot be compared with

Digitized by Google Original from UNIVERSITY OF MICHIGAN

similar zigzags to be seen on some European railways, notably in Switzerland and Italy. We accomplished the descent safely and easily, and then sped on westwards at a lively pace. The view of the twin mountains, Sir Donald and the Syndicate Peak, was very fine, looking back; there were several smaller peaks in close proximity, which might perhaps be appropriately named after some of the less prominent members of the syndicate. As we descended lower and lower, the trees gradually increased in size, and the difference in the vegetation on the Atlantic and Pacific slopes was again most remarkable;—as I have said before, the latter is far more soft and luxuriant.

We continued to have lovely peeps of mountains through openings in the forest during the whole afternoon, and much congratulated ourselves on our good fortune in not having been troubled by any forest fires throughout our journey; they are very prevalent in July and August, and then (as I have found on former occasions) the smoke is so thick that one may travel for days without being able to see anything of the country. We passed the Albert Cañon and its tremendous fissure of 250 feet, through which the waters of the Illecillewaet rush; and then soon reached Revelstoke, which may be considered the termination of the Selkirk Pass. An immense number of Chinese were being employed here

Digitized by Google Original from UNIVERSITY OF MICHIGAN

as labourers on the railway; they were almost the first we had seen, but as we continued our journey we passed by many of their camps—always a pretty sight at night, but rather a dirty one when seen by the broad light of day. There was no "farm land" at Revelstoke, nor indeed had I seen any during the whole day; and it may be roughly said that there are no settlements worth mentioning between Donald and Kamloops. There is also scarcely any attempt at private hotel-enterprise in any of the districts now being opened to tourists (with the exception of Banff); so the C. P. R. will obtain a monopoly through their hotels already built or in course of construction; and a very profitable business they will find it.

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

CHAPTER IV.

REVELSTOKE OVER THE GOLD RANGE AND CASCADE RANGE TO VANCOUVER CITY, BRITISH COLUMBIA—CANADIAN PACIFIC RAILWAY.

A Solitary Walk—An Indian Village—A Fruitful Garden—Irrigation—Destruction of Bunch-grass—Over-grazing—The Sage-bush—Desolation—A Chinese Village—Swiss Scenery—The Fraser Valley—A Deserted Coach-road—An Abandoned Water Route—Disappointed Speculators—A National Railway.

From Revelstoke the country was almost uninhabited until we reached Sushwap Lake, after passing over the Gold Range; but here there were several settlements besides those at Sushwap and Kamloops; in fact, the land here is better and more settled than any we had yet met with on our journey through British Columbia. As we found we should be delayed on reaching Kamloops, we decided to stop for the night at Ashcroft, on the Thompson River, so that I might, on the following day, pay a visit to my friend Mr. Cornwall (the late Lieut.-Governor of British Columbia). Accordingly, in the morning the rest of the party went out fishing in

Digitized by Google Original from UNIVERSITY OF MICHIGAN

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

OX WAGONS STARTING FOR CARIBOO, BRITISH COLUMBIA.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

the Thompson, a fine, broad river; and I started to walk the three miles to my friend's house, over a barren-looking, hilly country, with absolutely no vegetation whatever at this time of the year, excepting occasional patches of sage-bush. This surprised me extremely, for I had always understood that this locality was the centre of the "bunch-grass" district. As I ascended the mountain side to reach the valley beyond, I obtained some very fine views westwards, and also of the "benches" of the Thompson, *i. e.* large flat stretches of land falling gradually lower and lower down to the river, resembling to a certain extent the steppes in Russia. The solitude of this vast and apparently uninhabited country was very oppressive, and I was not sorry to come to an Indian village, though I found all the inhabitants were out fishing. By the way I called upon Mr. Henry Cornwall (the late Lieut.-Governor's brother); he lives on the old Cariboo Road, in a house which used formerly, before the line of communication was altered, to be a store and house of entertainment for the miners passing backwards and forwards between Victoria and the gold-fields. A good harvest must have been made here in those days of high prices, a dollar and a half (6*s.*) being the usual price then for a miner's dinner.

My friend the late Lieut.-Governor's house was

Digitized by Google Original from UNIVERSITY OF MICHIGAN

quite a pretty place, with a good stream of water for irrigation and other purposes; quite a necessity on this dry soil, for without irrigation no crops could be grown. I was taken to see the garden and farm. The lawn is planted with English grass seeds, and, being irrigated, is as green as any in England, and the flowers well-grown and bright. The kitchen garden contained all the ordinary vegetables, and besides our common fruits there were grapes. The apple-trees were so heavily laden that there was some danger of the branches breaking; but all this is due to irrigation, and this is the case also on the farm, where I was told the crops had been very good. These lands formed a great contrast to the hundreds and thousands of acres within view all round, burnt as brown as could be (the end of September), with scarcely a particle of herbage on them.

The loss of the bunch-grass will make a material difference in the value of property in this part of British Columbia. Its disappearance is easily accounted for. This grass is an annual, and the country being over-grazed, it was eaten off before it had time to seed; a good deal of it also has been destroyed by being pulled out of the ground by the cattle, as it grows in little tufts with very slight roots. Twenty years ago the whole district was covered with this beautiful grass, of a fine delicate texture, about twenty inches

Digitized by Google Original from UNIVERSITY OF MICHIGAN

high, growing in tufts six to twelve inches apart. If timely precautions had been taken by means of fencing, to allow the grasses to have an interval of rest, things would have been different; but it is too late now, and bunch-grass here is a thing of the past; the result being that where one hundred head of stock could formerly be kept, the land now will not carry more than thirty. It has been rapidly disappearing since 1872, and is now entirely gone; and this disappearance is not local, but almost universal over the whole district to which I refer, of (say) about 300 square miles or so—from Kamloops to near Yale. It is now being to a certain extent replaced by a small kind of sage-bush, which the horses and cattle eat, though they do not much care for it; however, it makes capital beef. They seldom touch the larger bushes, excepting in winter, when their branches are the only things they can get at in the snow. Sage affects the flavour, though not the look, of the milk and butter, giving them a very unpleasant taste. The mountains round have now a most desolate appearance; if they could be irrigated crops would grow luxuriantly, for the sandy-looking soil is pronounced to be cultivable; but I fear this would be an impossibility, for the whole district suffers from want of rain and moisture. I returned to the car by a more direct track than the one I had followed in the morning.

Digitized by Google Original from UNIVERSITY OF MICHIGAN

The town of Ashcroft, which has lately sprung up, named after Ashcroft in Gloucestershire, consists of about a dozen houses only, one being an hotel. It is, nevertheless, a place of some importance; for since the construction of the railway it has become the starting-point for the gold-fields of Cariboo—300 miles distant; the stage coach running there from Ashcroft now, instead of (as formerly) from Yale, at the head of the navigable part of the Fraser river.

We left Ashcroft about 2 A.M., attached to the ordinary train west. It was a fine moonlight night, and I was able to see the Grand Cañon of the Thompson almost as well as by daylight,—indeed, it was daylight before we left it. It was a cold rugged scene,—a deep ravine with the river rushing along at the bottom, and the railway cut out of the mountain-side. Desolation was hardly a strong enough word for it; the only objects that relieved the eye were a few pine-trees growing here and there out of what appeared to be bare shingle. Passing by Spences Bridge we reached Lytton, a small scattered town, composed of wooden houses, where the Thompson Cañon joins that of the Fraser, along which valley our route next lay. At Yale, a little further down, the mountain section ceases, and we proceeded onwards through forest and field to Port Moody and Vancouver City. We passed a

Digitized by Google Original from UNIVERSITY OF MICHIGAN

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

GORGE ON THE FRASER RIVER, BRITISH COLUMBIA.

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

regular Chinese settlement, with a complete Chinese village, at a place called Keefers. One might have imagined oneself in a pleasant Swiss valley ; the rugged mountains were replaced by high hills clothed with pine-trees, with wooden farm-houses dotted about here and there. At North Bend (where there is a C. P. R. refreshment house, 25 miles east from Yale) the valley is still broader, and pleasant in every way to the eye ; but there is at present no room for farming operations, as the ground is thickly covered with beautiful forests, which are here happily spared from the destructive fires which have ravaged so many other parts.

I have said enough to explain that the scenery in these, the Cascade Mountains, is quite different from that in the Rockies or Selkirks, but so far as difficulties and obstacles to railway building are concerned, the Cascades carry off the palm. In my opinion the engineering difficulties are greater, and the works much heavier here than on any other part of the line, including the far-famed works on the north shore of Lake Superior. Before reaching Yale, the Fraser River flows at the bottom of a deep narrow gorge ; the railway is carried above, along the face of the solid rock, in many cases through a succession of short tunnels. This is work of the heaviest description ; and the greatest credit is due to both the Government and the

Digitized by Google Original from UNIVERSITY OF MICHIGAN

contractor (Mr. Onderdonk, the representative of one of the oldest and most respected of the New York families) for the admirable way in which it is carried out.

Wonderful as the whole of the Canadian Pacific Railway truly is, there is no work so heavy or so well done as this part of the Fraser River Cañon; and I think it somewhat a pity there should have been a disagreement (now a subject for arbitration) between the Dominion Government and the Canadian Pacific Railway Syndicate, as to the carrying out of the agreement on the part of the Government according to the strict letter of the law.

Almost insurmountable difficulties presented themselves on the Government section of some 350 miles at the western extremity of the line. This portion pierces the Cascade range, and is, as I have said, an exceedingly heavy piece of work; but now that it is all handed over to the syndicate, a claim has been brought forward for some one or two million pounds sterling, as compensation for faulty embankments and frail bridges, and for not coming up in equality to the standard of a stated U. S. Railway line. I visited a portion of the works in 1883, during construction, and I do not believe there was any intention of putting in faulty work: indeed, my opinion, on the contrary, is, that well laid as the line appears to be

Digitized by Google Original from UNIVERSITY OF MICHIGAN

throughout, this western portion as far as Port Moody (the original terminus) is better constructed and more permanent than some other parts undertaken by the syndicate themselves.

Gliding smoothly along the track, it makes one almost shudder to look up at the old Cariboo stage-road, following its own crooked route along the mountain side ; sometimes high up, supported at weak points by trestles and wooden piles, sometimes down on a level with the railway. Yet a few years ago this road was in constant requisition, being the only means of communication. I was nearly travelling along it in 1883, with my friend the late Mr. Meysey Clive, of Whitfield, and Mr. Arthur Mitchell, before the railway was completed, at the risk of an upset, which sometimes occurred. The road is apparently now getting out of repair, which is a pity ; it owes its construction to the pluck and energy of the British Columbians, and their great Governor Douglas, and should, I think, be maintained. Of course now that the stage-coach starts from Ashcroft instead of Yale, this section of the road has little or no traffic ; but the Fraser Valley is so very grand, that if a good road were maintained, many of the present and future generations of travellers might well be tempted to enjoy its wonders at a slower pace than is possible if whisked past by a locomotive.

Digitized by Google Original from UNIVERSITY OF MICHIGAN

Yale was reached at last; I believe the place was partially burnt down not long ago, but I thought it appeared to be less prosperous than on my previous visit; probably the railway has had something to do with its decline, as it used to be reckoned the head of the navigation for light traffic on the Fraser. In those days the place was approached by a regular line of flat-bottom, stern-wheel steamboats from New Westminster, giving the traveller an opportunity of seeing this beautiful river. Now an occasional cattle or market boat is the only mode of transit, with the exception perhaps of a birch-bark canoe; and not one in a thousand of those who visit British Columbia by the Canadian Pacific Railway will see the beauties of the river to advantage. As we travelled on, the line lay at a greater distance from the river banks, and only occasional peeps were obtained; but they were very beautiful, and I still think that for river scenery this Fraser River cannot be surpassed. Not only are the mountains most picturesque in outline, but the lights and shades are exquisite, varying as they do from dark purple to soft hues of gray. The variety in the foliage of the trees (especially when we saw it) enhances the beauty of the scene, the dark green of the Douglas pine contrasting well with the lighter shades of the cedar and hemlock, and the blood-red of the maple.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Hope is the prettiest spot on the river between Yale and New Westminster junction. On leaving it we steamed through a splendid forest of grand old trees, extending for many miles. But little land is cleared in this part; but here and there are swampy bottoms which might be much improved by drainage. There is a fine marsh between Hammond and New Westminster junction, but at present it is in the hands of the Government; and on the whole, I was a little disappointed by the appearance of the land in the valley. At Hammond there is a large brickyard in full operation. Wharnock was a pretty place, and from Mission we had a magnificent view of Mount Baker, the highest of the Cascade mountains in Washington territory. A branch line took the passengers bound for New Westminster, and soon we reached Port Moody, situated at the innermost extremity of Burrard's Inlet. When I was here in 1883, it was proclaimed as the terminus of the C. P. R., and the charter for the line was only granted as far as this. Many hopes have been disappointed and fortunes lost by the change. It was always obvious to me that the railway could not stop at Port Moody, but must be carried on at least as far as (if not further than) Granville on Coal Harbour, now designated Vancouver City by a charter obtained in 1886. Port Moody has changed but little since

Digitized by Google Original from UNIVERSITY OF MICHIGAN

1883; there may be a few new houses, and certainly a great many trees have been cut down; but the absurdly high prices asked for town lots there have had to be withdrawn, and indeed they are at a discount. Burrard's Inlet is from one to three miles broad, and about 14 miles long, including the First Narrows, opposite Capilano; the mountains round are clothed with magnificent forests from summit to base, reaching right down to the water's edge, and it is indeed a fine and imposing entrance to Her Majesty's Dominions. The line from Port Moody to Vancouver City, the terminus, skirts the southern shore, and is about 14 miles in length. Curiously enough, it is only a branch line; the C. P. R. Co. having power to construct such branches as they please, but not to make a main line without applying to the Dominion Parliament.

I have now completed my description of the Canadian Pacific Railway, as far as the terminus, Vancouver City, and have endeavoured throughout to do full justice to this national undertaking, for such indeed it is. It is impossible to over-estimate its importance to the Dominion of Canada and to the British Empire at large, but the fertility of the district through which it passes is scarcely so impressive as the stranger coming from this side of the Atlantic may probably have been

Digitized by Google Original from UNIVERSITY OF MICHIGAN

led to expect. The fact is that the shortest route was chosen; and one also comparatively but a short distance from and parallel to the American boundary, in order to leave no opening for a competing line between it and the States territory. The result of this is, that the undoubtedly fertile portions of Manitoba and the North-West do not at once meet the eye, for the richest lands lie off the line of route. They are being rapidly opened up by branch lines, which will, as feeders, eventually prove a source of wealth to the Canadian Pacific Railway. At one time (I think for a period of 20 years) this company had a monopoly in railway-making direct south of its course; but objections have lately been raised to this state of things; and although an arrangement was arrived at, heated discussions on the subject are even now in progress,—of which the Red River Valley Railway dispute is an instance. It is sincerely to be hoped that the Canadian Pacific Railway will prove a success; for as a new route to Japan, China, Australia, and India, its value is beyond question, not only from a commercial, but also from an Imperial point of view. But whatever the pecuniary result may be, the energy displayed in its furtherance and completion cannot be too highly admired and commended.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

CHAPTER V.

VANCOUVER CITY, BRITISH COLUMBIA.

Surprising Growth of a City—A Novel Sign-post—A Modern Phœnix—Chopping—Enterprise and Energy—Increasing Value of Land—A Public Park—Cutting down a Princess—High Wages—An Inviting District—Opening for Market Gardeners—Need of Drainage.

I HAVE seldom been more surprised and never so much impressed with the growth of a town, and with the changes made in a short time, as I was upon reaching Vancouver City. Of course I had heard in some measure of the transformation which had taken place,—of trees being cut down and houses built,—but I was quite unprepared to find a real town so far advanced and making such rapid strides towards being worthy of the name of "City." When here in 1883, we drove across from New Westminster through dense forest for 13½ miles over a "corduroy" road to Granville on Coal Harbour, now called Vancouver City. The town of Granville then consisted of a couple of hotels, a Methodist church, a saloon, a telegraph office, butcher's

Digitized by Google Original from UNIVERSITY OF MICHIGAN

shop and general store, and three other small buildings; and the population in the neighbourhood consisted entirely of lumber men; the total population of Granville being at the outside perhaps 150 people. Nearly all the inhabitants had turned out to witness our departure on that summer's evening in June 1883, under somewhat uncomfortable circumstances; the fact then being that our driver had exceeded the limits of temperance, and that we had no option but to return to New Westminster in a dark night under his charge. Our start afforded the then townspeople much amusement; but, fortunately for us, we reached our destination in safety. During 1884 the town began to grow, and in 1885 there were about 800 people here. In the spring of 1886 its name was changed from Granville to Vancouver, and it was incorporated as a city; a book of over 100 pages being filled with printed matter in recording this ceremony.

The place was totally destroyed by fire on the night of June 13th, 1886, every single house being burnt down with the exception of one hotel; the fire originated from forest fires in clearing the ground. At that time the population amounted to 1800. The re-building actually commenced on the very day following the disaster, viz. June 14th; and the proprietors of one hotel (known then as the C. P. R., now called the

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

Northern) were so energetic as to immediately run up a three-storey building, into which they received some of the homeless people as lodgers, with the roughest accommodation it is true, but still any sort of roof on such an occasion would bé better than none. They hung out as a sign for this house, "Raised from the ashes in four days." The population was only 2500 on June 1st, 1887, for at that time Port Moody was still the terminus of the railway, and holders of land there naturally raised legal objections and obstructions to the line being continued to Vancouver City; and although the latter had by that time been proclaimed as the terminus, yet the company did not gain possession of the entire right of way till January 1887, and owing to an unusually severe winter, did not complete the line until the beginning of April 1887. A rush then set in rapidly, and the population when we were there the following September amounted to about 4000. In November 1888 it was more than double that number, say 8500. There were ten miles of streets laid out and planted with trees on the walks at each side; three of the streets are 100 feet wide, the remainder measure 66 feet; the side walks are all eight to ten feet in width. Several of the houses, both completed and in course of construction, are of stone or brick, the remainder being of wood, of a superior, and

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

in many cases of a very ornamental, description. There are already 64 hotels and saloons, one Church of England church, and Roman Catholics, Presbyterians, Methodists, and Baptists, each have their respective places of worship—and we were told the Salvation Army was coming! Vancouver City possesses a town-hall, a rolling skating-rink, three banks, and two daily newspapers. There is an excellent Volunteer Fire Brigade, with apparatus worth £2000, and twelve tanks at different points, from which to draw a supply of water in case of need; it is lighted by both electricity and gas, and rejoices in the telephone as well as the telegraph. A charter had been obtained for street cars, and they are probably in operation by this time. The town is admirably situated for drainage, there being a good fall either way. Drainage works were in progress, but of a primitive description, the material used being simply thick wooden planks nailed together. These can only be regarded as temporary; but the public debt is already £40,000, bearing six per cent. interest, and so it is not advisable to go too far ahead at once; and in fact, until the city is more fully developed a complete system cannot be laid out, as it is uncertain which set of the tree stumps now covering the lots will draw the greatest amount of population; and there are besides of course rival interests at work,

Digitized by Google Original from UNIVERSITY OF MICHIGAN

endeavouring from speculative reasons to draw the city in this or that direction.

Some idea may be formed of the aspirations of the citizens when I mention that the city boundary extends seven miles long by two and a half broad; of this 1763 acres have already been "chopped" for the "town site." By "chopping" is meant beheading, at about ten feet from the ground, the magnificent Douglas pines, cedars, and hemlocks, which grow to perfection here, and attain a height of from 100 to 250 feet. The trunks and branches are then burnt, but the poor stump remains, charred and blackened but only partially burnt, and is sold with the lot on which it stands; its fate then probably being to be blown up with dynamite or gun-cotton, so that a house can be erected in its place. We saw thousands of these stumps standing all about, many being still on fire (for of course owing to their size they burn for days); and at night the place looked as if surrounded by numerous camp-fires. The majority, however, were burnt out, and remained like black monuments mourning their own destruction. This timbered land was worth only from one to ten dollars (4*s.* to 40*s.*) an acre a few years ago; but now the 1763 acres mentioned above are divided up into lots—streets and ways of communication excepted—and in the central part of the town lots with 25 feet frontage, and a

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

depth of 120 feet, now command a price of from 2000 to 3000 dollars each, according to position. [This was in 1887, but town lots have much increased in value since that date.] Land within the city limits can even now be bought at from 50 dollars an acre upwards; this, however, of course is on the outskirts. Beyond the boundary it is as low as 10 dollars per acre; but it must be remembered that this land is heavily timbered and very expensive to clear. Great credit is due to the private enterprise which has undertaken to provide the city with water; the original supply being insufficient and of a very inferior quality. The works of this company (called the Vancouver Waterworks Company) will, at an estimated cost of £60,000, provide a practically unlimited supply of excellent water from the Capilano Creek, flowing from the Coast range of mountains on the north shore of Burrard's Inlet. The plan is to convey it by means of pipes first across five miles by land, and then under the waters of the inlet for three more miles; and it will gravitate to a height of 300 feet above the sea level of the city. Ironworks (since completed) were also going to be built by Messrs. McKelvie and Cook; and when we were there the City and Local Government were offering between them a bonus of £7500 in all towards establishing smelting works.

Digitized by Google Original from UNIVERSITY OF MICHIGAN

As regards other points connected with the city, I may state that the Dominion Government owns about 1000 acres, called the Military Reserve, adjoining the city in the direction of the First Narrows. This it is proposed to turn into a public park, with roads laid out in various directions. Being well-timbered and beautifully situated (surrounded as it is on three sides by water), it will be a great source of enjoyment to the inhabitants. The authorities have destroyed all the trees in the town, with the exception of one solitary one, which will probably be blown down. A short time ago there was another, an immense Douglas pine, called the Princess Louise, but as its existence was considered to be dangerous to the adjoining houses, the inhabitants petitioned to have it cut down, which was accordingly done. The whole country is most favourable for the growth of trees; those in the forests round the city are very remarkable for their size; the principal varieties are cedar, hemlock, spruce, Douglas pine, maple, dwarf maple, alder, dog-wood (bush), and the Oregon vine (creeper).

Vancouver City has the great advantage of a naturally beautiful situation, standing as it does on rising, gently undulating ground; on a neck of land between Burrard's Inlet and False Creek (the latter communicating with English Bay), with the lovely Coast range of mountains across the water to the north, and

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

the forests of New Westminster to the south. The First Narrows at Burrard's Inlet are but one mile broad; the tide, which rises about thirteen feet, comes in very rapidly. Shooting and fishing are both good in the neighbourhood, and the waters of the inlet and creek afford capital boating, Burrard's Inlet being very deep close up the shore, and with safe anchorage. The climate is excellent; snow begins to fall in December, but never lies longer than ten, and usually only about three or four days. The latter part of the winter (say January, February, and March) is very wet; but the weather is always beautiful from May to the end of October. Thunderstorms are almost unknown on the coast, but are of frequent occurrence in the interior.

Wages in Vancouver City at the time of my visit were as follows:—Carpenters and bricklayers, 3 to $3\frac{1}{2}$ dollars per day; day labourers, 2 dollars per day; farm labourers, $1\frac{1}{4}$ dollars per day and board; house servants (women), 15 to 20 dollars per month. (A dollar is 4*s.* of our money.)

I subjoin a list of distances from Vancouver City to various places in the neighbourhood:—To Victoria, by water, 77 miles; Moodyville, by water, 3 miles; Port Moody, by water, 14 miles; ditto by rail, 14 miles; New Westminster, by road, $13\frac{1}{2}$ miles; ditto by rail, 20 miles; Indian Mission, by water, $3\frac{1}{2}$ miles; Capilano

Digitized by Google Original from UNIVERSITY OF MICHIGAN

Creek, by water, 3 miles; to entrance to North Arm of Burrard's Inlet, by water, 17 miles; to North Arm Settlement at further end of ditto, by water, 25 miles; nearest point of the Fraser River, 5 miles.

I have purposely avoided saying anything as to my opinion of the future prospects of Vancouver City. I have (however imperfectly) only described its state at the time of our visit in September 1887, and contrasted it with its condition in June 1883, under its old name of Granville. It is the present actual terminus of the Canadian Pacific Railway—or rather, it is a mile and a half short of the final point to which the line is now graded, viz. English Bay; but no trains run further than Vancouver at present, and there is no population at all on English Bay, with the exception of one scttler's house, standing close to a dense forest of 6000 acres lately acquired by the Canadian Pacific Railway Company. Vancouver City must rely on its position and resources as a commercial port, and not on becoming the centre of an agricultural district; to the latter it can lay no claim, for the cultivated lands round are insufficient to support even a small population, and certainly not oue of the size to which the citizens of Vancouver expect their city will eventually attain.

As regards the question of lands and farming, it is rather difficult to say much; the best plan always is for

Digitized by Google Original from UNIVERSITY OF MICHIGAN

a man to go out, and after personal observations on the spot, to decide for himself what he is most suited for; but I can state at once that British Columbia, west of the Cascade Mountains, is not primarily a farming country, simply because it is so densely wooded, rocky, and mountainous, and there is comparatively so little soil suitable for farming operations, except after great labour and expense in clearing. There are, however, a limited number of places in which suitable land is to be found, and New Westminster may, perhaps, be reckoned as the depôt of the agricultural district, and, provided he can get the land, no country to my mind can be so suitable for an English farmer. The climate is good; the people kind, open, and hospitable; and there are not the same differences in society as in England. Every one is comparatively on the same footing, but it is the footing of "live and let live," with none of the nonsense of universal equality which I have noticed in some other places, and which I have generally found to be more talk than practice.

The British Columbian farmer has, I think, an easier time of it, and is more to be envied, than the Manitoban one; his house looks larger and better, and he has plenty of barn room. Of course lumber is cheap enough here, and he can have it for the cutting; and any way he has less chance of being

Digitized by Google Original from UNIVERSITY OF MICHIGAN

too cold in winter, as the climate here is so very much milder—in fact, milder often than in England. But farming lands being scarce is the objection; and I therefore turned my attention in another direction, viz. to market gardening and fruit raising. Some of the soil is admirably adapted for this kind of enterprise; and if (as its citizens expect) Vancouver City will shortly have a population of 20,000 or 30,000 people, it is obvious that there, at any rate, a ready sale would be assured. I believe that apple and pear orchards would answer capitally; there are but few of these trees as yet, but those I saw bore excellent crops. I was told that both they and plums and cherries do admirably; and in some parts apricots and peaches also, though generally not so well as the former. Strawberries, raspberries, and currants answer very well, but gooseberries have so far not been a success, owing to mildew. All root crops, such as potatoes, carrots, beet-root, and indeed all garden stuff, thrive capitally, as I have seen by my own observation. A market gardener, with or without a small dairy farm attached (say 50 or 60 acres in all), should get on very well. It must be remembered that the west coast of British Columbia—*i. e.* west of the Cascade Mountains—is much more humid and damp, and does not in the least resemble the arid region to the east of the Cascade

Digitized by Google Original from UNIVERSITY OF MICHIGAN

range previously described, such as Ashcroft in the Kamloops district.

To give a rough summary, there are about half a million acres of land fit for cultivation in the lower Fraser Valley, of which 150,000 acres or thereabouts are on the rich alluvial delta of that river. Below New Westminster, on Lulu Island, in the Richmond Municipality, there are about 60,000 acres fit for cultivation; and about 90,000 more on the Delta Municipality, which is on the southern bank of the Fraser, about ten miles from its mouth. The rest of the lands lie above New Westminster on either side of the Fraser River, for about 90 miles going up stream; such as Pitt River, Hammond, Port Haney, Mission, Agassiz, Chilliwack, Popcum, and Langley. This latter is mostly wet land, and would require draining, but would then become first-class pasture or root land. It is also said that this soil would do well for hops; but at present it is all mostly used for hay cropping. A large tract of land, known as the Pitt River meadows, lies between Port Haney and New Westminster junction on the C. P. R.; this is now in the hands of the Dominion Government, and could easily be reclaimed if they thought proper to dispose of it, as will probably be the case. At present these meadows are liable to floods from the Pitt River, and possibly also from the

Digitized by Google Original from UNIVERSITY OF MICHIGAN

high water of the Fraser; but the erection of the railway embankment just here has kept the latter back a little of late. Lulu Island is as yet only partially farmed, and possesses the advantages of being situated near Vancouver City, and of being almost devoid of trees. It is proposed to connect this island with the mainland by a bridge, and a new road is being made to communicate with North Arm Settlement, on the Fraser River. There is also a line of steamers up and down the river as far as New Westminster from Victoria. Land on Lulu Island can be bought at from 12 to 25 dollars per acre, according to the reclamation needed; this will give a pretty good idea of the value of cultivatable lands generally in this part of British Columbia. Many of the islands in the Gulf of Georgia (westward from Vancouver City, between the mainland and Vancouver Island) are well adapted for sheep-raising. The principal cattle ranches lie to the east of the Cascade Mountains, such as Kamloops, Ashcroft, Okanagan, Nicola, Osoyoos; but owing to the disappearance of the bunch-grass in most of these places, there are probably as many cattle there now as the land can support. My remarks about Ashcroft will unfortunately apply to the bunch-grass districts generally; roughly speaking, where it is not yet totally extinct, the present system of feeding is likely to make its disappearance universal.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

CHAPTER VI.

LULU ISLAND AND CAPILANO CREEK—VANCOUVER CITY TO VICTORIA, VANCOUVER ISLAND.

City Improvements—Blasting in the Street—Chicken Farms—A Cedar Bottom—A Promising Field for Capital and Energy, or for Energy without Capital—A Thoroughly Successful Emigrant—Abundance of Salmon—A Logging Camp—A Waterwork Trail—Magnificent Timber—Filching a Good Name.

FROM Vancouver City I made an expedition with a friend residing there (whose acquaintance I had formed during my previous visit in 1883) to see Lulu Island. I was told that I should find the 60,000 acres on that island, and the 90,000 acres on the adjoining delta of the Fraser, to be a good farming district, with perfectly flat lands of a uniformly good quality. We started off in a one-horse buggy, but were soon brought to a sudden stop by a number of men rushing across the street shouting and gesticulating. This made me think that a train must be coming; but after we had both jumped out to go to the horse's head, there were half

Digitized by Google Original from UNIVERSITY OF MICHIGAN

a dozen loud explosions just in front of us, and large stones were thrown up some distance in the air. It was only "City improvements," *i. e.* blasting for some new works in the centre of the street, a kind of thing quite common in a new place like this. We crossed the bridge over False Creek, and then for a short distance followed the new road to New Westminster; getting a fine view (on looking back when ascending the hill) of the city of Vancouver, of Burrard's Inlet, and of the Coast range beyond. For about a mile we had to pass through burning stumps of Douglas pine on each side, as the process of clearing is making rapid strides in this direction, and it appears that all owners of lots think this clearing of their ground a necessity in order to tempt purchasers into their locality. In travelling this new road it seemed odd to find some of the stumps of trees divided in two, the centre being taken out in order to get the proper width of track, instead of being cleared away at once. This shows to what an immense size these trees must have grown, as a portion was left standing on either side of the road.

I was told that behind the road-frontage there were a number of chicken farms, and some of these I saw as we passed along. We were soon in the primeval forest, where magnificent Douglas pines were the chief feature, running straight up from 100 to 250 feet

Digitized by Google Original from UNIVERSITY OF MICHIGAN

high ; and then presently came an acre of land railed off adjoining the road, which was the new cemetery. Forest clearing is going on very rapidly round here, and the log roads pushed in here and there showed by the system on which they were laid that they were intended to carry off the finest of the timber to the saw-mills, so that I fear within a few years' time this road will have lost much of its charm. We travelled along a gravel ridge until we reached what is called a "cedar bottom"; and in order to properly appreciate these forest scenes in all their perfection, commend me to a "cedar bottom." The one I allude to is near the North Arm Settlement, and is supposed to have been originally caused by a beaver dam. Although it was a hot day, this place felt cool and damp enough. Hemlock, cedar, and Douglas pine were there, running up to such a height it almost made one giddy to look up ; moss four or five feet long hung from and entwined itself around the branches, and the ground must have been covered yards deep with trees of all descriptions rotting with age, lying on the ground in every possible position. The whole scene was as perfect a picture of untouched natural beauty as could well be imagined, and no description can do justice to it. The skunk lily and a great many different varieties of ferns tended to show the dampness of the spot, and also to make

Digitized by Google Original from UNIVERSITY OF MICHIGAN

me realize how lovely a fernery can be without the aid of art.

We put up our pony at North Arm Settlement, and took a boat across the arm of the Fraser River to Lulu Island, where we were to inspect the lands; the first thing we saw being a capital garden, where the vegetables were the same as those grown in England. Properly cultivated, these lands might be made into excellent farms. Those under crop bear good grain and roots, but I think the soil is especially adapted for market gardening, with or without land for farming attached. It is a peaty loam with. clay subsoil, and stands at a very slight elevation above the stream of the Fraser River. I should think that in spring-time it would under such circumstances be wet; but with a proper system of drainage and with the help of dykes there can be no doubt that these lands might be made very valuable indeed. I was much struck by the comfortable look of the houses, and by the immense wooden barns for the storage of hay and wheat.

There is still a great deal of land open for settlement on Lulu Island and the adjoining delta; but a price would have to be paid for it, for the pioneers in this district have already secured as much as they want for themselves, and more besides, to sell at a profit. Still, as the present holders are generally willing to sell, it

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

is not too late to go in, if a man has a little capital, knowledge, and energy. If he does not possess the former of these three requisites, he can meet with employment from a farmer at about 25 dollars a month and his board. One of the settlers here told me that ten years previously he came to these parts without a shilling, and at first had to set to work "logging." After a time he bought on credit an improved farm of 160 acres on this island, and paid off the purchase-money by instalments. He worked hard; his wife doing her share with dairy and cheese-making; and he got on, and after a time bought a little more land; and this sort of thing continued, till now he holds 1500 acres in a ring fence, of which 160 are under crop, with an excellent wooden house, and barns all complete. As to profits, he said he ought that year to have realized 6000 dollars, but that it would not really be more than 4000. However, I think this prosperous emigrant may well be contented with the latter sum, and the acres he has accumulated round him —the result of his own hard work. Now that he is getting old, he said he should be willing to sell the whole or a part of his land. He spoke highly of the climate, saying that everybody enjoyed excellent health, and that there were no mosquitoes—a great desideratum! We were offered some milk to drink, for the

Digitized by Google Original from UNIVERSITY OF MICHIGAN

same hospitality and kindness are shown here as in Manitoba and the North-West. It proved rich and of the best quality, and we found it very refreshing.

It may give some idea of the place if I mention that at this particular farm there were roses, honeysuckle, and ivy growing up the verandah of the house, apple-trees in the orchard, and all kinds of fruit and vegetables in the garden; also I noticed that in the fields white clover was growing wherever it had a chance. I fancy the grasses in British Columbia must be good for sheep, as the mutton at Vancouver City was by far the best we had tasted since leaving England.

We re-crossed the Fraser by the ferry, and returned through the forest to Vancouver City. Later in the evening there was an alarm of fire in the town, and two blocks of buildings consisting of four new wooden dwelling-houses approaching completion were burnt to the ground in a very short time. The fire brigade did its business well, but water had no chance against such a fabric and such a flame; happily, however, the houses stood alone, and as there was no wind the fire did not spread. It rather shook my confidence in house property here, to see this sudden collapse; but it was very obliging of Vancouver to have a fire like this during the time of our stay, for one had not occurred for some

Digitized by Google Original from UNIVERSITY OF MICHIGAN

time. Nobody was hurt; and as the property was fully insured, no one appeared to care very much.

It was on a Sunday afternoon that I made an expedition with a couple of friends to Capilano Creek, whence the water supply for the city is to be drawn. We had a beautiful row of three miles across the inlet, over a very calm sea, and landed at an Indian settlement; then, after crossing the creek, we made our way to the opposite bank over the fallen trees, one of which I measured as I walked along, counting 200 feet; it was an old Douglas pine, and probably when standing it was over 100 feet more in height. The creek was full of salmon endeavouring to get up stream; they were so thick in the water that any number could easily have been caught with a landing-net. The Vancouver City water supply was to come from the upper part of the Capilano Creek, and a track was being cut through a dense forest along which the pipes were to be laid. We were told the "waterwork trail" would be four miles long. The woodmen were at work felling the trees, and we followed the trail for a considerable distance, until we came to the logging camp pitched by the side of the river. It being Sunday, no work was going on, and the men—a fine, strong, healthy-looking lot—were sitting about, reading, smoking, or washing their clothes. In the creek below, salmon were continually rising, but

Digitized by Google Original from UNIVERSITY OF MICHIGAN

they are so plentiful in these parts that no one appears to trouble about them. The logging camp consisted of a number of small tents, and one long one for a mess house, and it all seemed comfortable enough. The cook of the party was just turning out some excellent white bread in long, narrow, crusty loaves.

This "waterwork trail" gave me a better opportunity of seeing the forest to advantage than I have ever had before; it was about 30 feet broad, and cut straight through the heart of an Indian Reserve; hence timber merchants had had no opportunity of taking the pick of the trees, for the Indian Reserves are always strictly forbidden ground to the outside public. The trees were truly magnificent: I counted forty stumps of grand old Douglas pines about 18 feet from one another, and almost in a row, which must have stood a good deal more than 200 feet high, their diameter being about five feet. The neighbouring trees, out of the direction of the track, and therefore still standing, ran up straight as arrows high into the air. Besides the Douglas pine, hemlock, cedar, and maple abounded, their limbs covered often with the beautiful hanging fern-mosses. Preparations were being made to burn the felled trunks and their branches—an operation which I hope was carried out without setting the surrounding forest alight. Any one visiting Vancouver

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

City should not fail to row across the inlet to Capilano Creek, and to take a walk along the "waterwork trail," and, if a fisherman, he will be amply repaid if he takes his rod. I only hope he may be able to see the forest as I saw it, still unravaged by the brand of fire, and to dive into the heart of its natural beauties.

While at Vancouver City I went to English Bay, the actual point where the C. P. R. grade terminates. It was much the same walk that I had taken on my previous visit with my two travelling companions;[1] but the primitive state of things then existing has since been quite obliterated by the march of civilization on all sides. It appeared to be rather curious that this branch of the C. P. R. should be continued to Green's house on English Bay, when the proclaimed terminus of the branch line is Vancouver. It is said that the provincial Government insisted on this extension, but for what reason I cannot understand, unless it be that it pierces a large tract of forest which adjoins English Bay, and which belongs to the C. P. R. Company. One could not help wondering and speculating where the permanent terminus of the C. P. R. will eventually be located; but probably a great many other people would like to know the same thing.

On leaving Vancouver City for Victoria I had to say

[1] See *Life and Labour in the Far Far West.*

Digitized by Google Original from UNIVERSITY OF MICHIGAN

good-bye to our comfortable railway car the "Minnedosa," which I felt quite sorry to do; for she had been my home for nearly a month, in which time I must have travelled about 2000 miles in her (not reckoning several hundred miles of driving expeditions whilst in the North-West territory). It certainly proved a most comfortable way in which to see the country; indeed, I may say it is the only way to see and study it thoroughly. Travelling thus, and being detached at will, the people one meets bring many facts under one's notice, which by going on in the usual way, straight through in a Pullman car, by the ordinary trains, one would miss the chance of seeing and hearing. I left Vancouver City for Victoria, on Vancouver Island, by the s.s. *Yosemite*, and had a charming steam to that place over an extremely calm sea, threading our way amongst beautiful islands, covered with trees feathering down to the water's edge. Plumper's Pass was the narrowest part, and here the tide ran swiftly. We had a very good view of Mount Baker nearly the whole of the way, and, after leaving Vancouver City, cleared land was still in sight while passing English Bay. Although Vancouver City has made great progress latterly, it is still only in its infancy. I have always thought its name an ill-chosen one; it requires the word "City" to be added after it in order to distinguish it

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

from the island of the same name, and this addition is rather an Americanism. Neither do I consider it fair on the island thus to filch its name. But the chief objection really is that it is apt to convey to the outside public a wrong impression as to its whereabouts. Arrived at Victoria, I was most hospitably received by Mr. Justice Crease's family, and though he and Mrs. Crease were still away on circuit, I was taken to stay at their house, by their express invitation.

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

CHAPTER VII.

"THE PARK-LIKE LANDS OF THE FERTILE BELT."

MANITOBA—BINSCARTH.

A Comfortable Railway Car—The Best Season for Emigration—An Immense Farm—A Vibrating Trestle Bridge—Slovenly Farming—Summer Frosts—A Scottish Land Company—Current Rate of Wages—Method of Engagement—Demand for Female Servants—Contented Settlers—Old Neighbours—Dr. Barnardo's Farm—Sheep and Stock Farming—Wolves.

HAVING now, for the sake of convenience, conducted my readers straight across the American continent by the Canadian Pacific Railway to its western terminus on the Pacific Ocean, I must ask them to return with me once more in thought to the province of Manitoba. If they will glance at the map of that locality, they will see a line of railway branching off the main line at Portage-la-Prairie (56 miles west of Winnipeg), and running north-west to a place called Langenburg. This branch line is the Manitoba and North-Western line; it is as yet only constructed for a length of 180 miles to Langenburg, but is eventually to be carried on to

Digitized by Google Original from UNIVERSITY OF MICHIGAN

Prince Albert, an old and thriving colony 250 miles further. I have already inserted a description of our travelling car, as given by a stranger. Besides that comfortable means of locomotion, we had for this trip additional facilities for seeing the country, for we were the guests of Mr. F. H. Brydges, the Vice-President, and of Mr. W. R. Baker, the General Manager of the line, and received from them the greatest hospitality and kindness. A baggage van was attached to the train for our dogs, guns, and general shooting requisites, and this formed also our gun-room and game larder. We had besides a horse-box for four horses, and a carriage truck for our two buggies; the owner of one of these conveyances and a pair of the horses being Mr. Herbert Power, of Assiniboine Farm, who joined us for the trip. We were thus rendered independent of any local help, and could "untrain" ourselves with our belongings wherever we pleased, and drive over the prairie to any spot we wished to inspect, or go in pursuit of prairie-chicken and wild-duck. I think a description of the main features of the locality along the line of route of this railway, and of the lands in the district over which I was fortunate enough to be driven by local gentlemen for many hundred miles, may be interesting to some of my readers. I myself was particularly interested in seeing some settlers here, who, in the early

Digitized by Google Original from UNIVERSITY OF MICHIGAN

part of the year, had sought my advice previous to starting for Canada. Of these I will select three as examples—viz. a clergyman's son, a farmer's son, and a labourer's son; and I think I cannot do better in the next chapter than explain to my readers how they were prospering. It had been one of my especial objects in visiting Canada to pay these three young men each a personal visit; and unless I could satisfy myself that they were getting on well, to recommend their return to England, and (if necessary) to supply them with the means for so doing.

On leaving Portage-la-Prairie we were attached to the ordinary train, of which, in point of fact, our "outfit" made up the greater part, as the district through which we were about to travel is at present anything but filled up by settlers, and the regular emigration season was over for the year. Either February or March is the best time for an emigrant to start from England; he then arrives here about the time the snow disappears, and at the commencement of the planting season. The Manitoba and North-Western station at Portage-la-Prairie was completed in 1885, and this new line opens up a fine agricultural country. As far as Macdonald—a distance of ten miles—the marsh lands are very good for either cattle-grazing or hay-cropping, and the country was free and open to all comers, until

Digitized by Google Original from UNIVERSITY OF MICHIGAN

we reached Westbourne, at which place is a fine stock farm, the property of a Mr. Sanford. This farm is said to be about 30,000 acres in extent, and feeds a very large herd of cattle. Travelling on, the aspect of the prairie changed, and between this and Woodside there was a good deal of wood and scrub. There is said to be some good land for grazing purposes round Gladstone, but after this we passed through a very thinly populated country, with nothing particularly attractive about it till we entered a district called the Beautiful Plains, which from this side is nothing more nor less than a high gravel ridge or plain about a quarter of a mile wide extending northwards for forty miles. The further north-west we travelled from Portage-la-Prairie, the later the crops appeared to be in ripening. I was told to look out for some of the best country along the line beyond Arden; my first inıpressions, however, were not very favourable, but later on I thought much better of the locality. In the distance we saw the Riding Mountains; they are well covered with timber, and are about 300 miles broad, running about 800 miles in a north-westerly direction.

On approaching Neepawa (the Indian word for plenty), we passed quite a little town, at a short distance from the station, consisting of about sixty houses and a large town-hall. The land in this district seemed very

Digitized by Google Original from UNIVERSITY OF MICHIGAN

much superior to anything I had previously seen; but as I intend describing this part, and indeed the country from the end of the railway back to Neepawa also, on my return journey, I must ask my readers to allow me to take them straight on 91 miles further, to Binscarth, so that I may commence a more detailed description of the country from there. We travelled through a considerable part of the night in order to reach this district, 155 miles distant from Portage-la-Prairie; and on waking in the morning found our car at a stand-still on a siding there. Binscarth seemed to consist of a station-house, a store, three wooden houses, the same number of sheds, and a water-pumping windmill. When the line was opened, only a year previously, there was not a single house here; now it will soon become the centre for a large agricultural district. We set off about 6.45 A.M. prairie-chicken shooting; for, to get these birds, one must be out either quite early in the morning, or late in the evening; however, they afford but poor sport in comparison to the English partridge. We started off, a party of six, along the railway on a hand-car, working the machine ourselves with the help of an Icelander. Our course lay over "Silver Creek" trestle bridge, which is 450 feet long and 70 feet high, approached at either end by a high embankment. We passed over it at a rattling pace, but the fact of having

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

to cross it at all took most of us unawares; however, whatever my feelings in doing so, it was nothing to the return journey on foot, for that was really giddy work. The sleepers were laid about four or five inches apart, with no ballasting or hand-rail, and the whole bridge vibrated with the wind. I managed to cross all right, but I do not wish to try the experiment again at such a height, on a structure of this description.

I saw a few settlements during our walk. The first house was abandoned, and the once-cultivated ploughed lands were one mass of weeds (lamb's-quarter, &c.). It was explained to me that the owner had probably taken up another homestead; but the law enabling this sort of speculation to be carried out was (fortunately for the country) repealed in June 1887. The second farm we noticed looked extremely untidy and neglected, and I thought at first that it also must be deserted; but upon going to the house I found an Ontario man in possession. Although his farm looked so slovenly, he spoke very highly of the neighbourhood and its capabilities, especially as regarded rearing cattle and horses, for which he said it was particularly well adapted. It turned out subsequently that this man does a good trade in horseflesh, and that he finds it pay better than grain growing. In observing how untidy his farm looked, he said the fact really was, that as there had

Digitized by Google Original from UNIVERSITY OF MICHIGAN

been so many bad years previously, he had last spring left a great part of his land unsown, waiting to see how this one would turn out; however, he expected to get twenty-five bushels of wheat to the acre (sixty pounds to the bushel) from what little he had planted, and he allowed that this season the harvest would be an excellent one. The third settler's house I came across was, in appearance and surroundings, very much like an Irish cabin. There was a very good crop of wheat, as yet unharvested; but adjoining this was a field which had been ploughed but not planted, and was now overgrown with weeds and rubbish; while hard by in a third field lay sheaves of corn of a previous year's growth, bound up with string, but left to rot on the ground. This latter crop must have been spoilt in some unexpected manner. I fear the mischief may in all probability be easily traceable to a summer frost; for these are very prevalent in this district, and when they occur are sadly fatal to the corn in ear. For the last few years great damage has been done by these summer frosts, and the farmers in Manitoba are still puzzling over the problem of finding means to get in their seed earlier, so as to reap it the sooner, and thus avoid the consequences of a late harvest.

Whilst at Binscarth I was fortunate enough to be introduced to Mr. George Smellie, the able manager of

Digitized by Google Original from UNIVERSITY OF MICHIGAN

Digitized by Google

Original from
UNIVERSITY OF MICHIGAN

BINSCARTH FARM, MANITOBA.

Digitized by Google
Original from UNIVERSITY OF MICHIGAN

the Scottish Ontario and Manitoba Land Company; a farm started about five years ago, before the existing railway was made; now distant four miles from the station. Under his guidance I was enabled to visit a large tract of country round Binscarth. For several miles it is much wooded, in patches, and there are a good many nice settlements, especially about Silver Creek. There is a branch line to the north to Russell, at which place there is a quantity of good land. Near Harrowby and Russell Dr. Barnardo has purchased or acquired a large tract of land, and is starting his new home for emigrant boys. The place of the greatest importance as yet in the neighbourhood of Binscarth is the farm under Mr. Smellie's care, belonging to the Company to which I have before alluded. It consists of 350 acres; but the Company's whole estate amounts to 18,000 acres. The average price required for the uncultivated land is five dollars per acre, but there are no buyers at present. I heard this same complaint made in other parts; and under such circumstances it is almost impossible to value any lands just now. The ordinary emigrant takes up free grants of land on going out; hence the priced lands are almost unsaleable, there being no demand. The soil in this district is twelve to eighteen inches deep, with a kind of clay subsoil, and the land lies about 1800 feet above the sea level. The

Digitized by Google Original from UNIVERSITY OF MICHIGAN

farm itself is well laid out, and bears excellent crops. I noticed a small flock of sheep, which appeared to be doing well; and there is a large (about 250 head) and successful herd of shorthorns established here, which has taken many prizes at various shows all over the dominion of Canada. The buildings consist of a manager's house, Presbyterian church, a manse for the pastor, a farmhouse for the *employés*, a large cattle-shed containing every convenience for labour, and a blacksmith's shop. The estate is well wooded, and also well supplied with running water, being close to the Silver Creek—a deep wide valley with a good stream flowing through it, which intersects part of the farm. I ascertained the current rate of wages at the time of our visit, which information may possibly be of use to intending settlers, but it is only good men who can expect to reach this scale; indifferent workmen or weakly ones would not succeed.

I.—Per month for a year's engagement, 20 dollars (£4).

II.—Per month for six months, from 15th April to 15th October, from 22 to 26 dollars.

III.—Per month for six months, from 15th October to 15th April, 15 to 18 dollars.

The above terms include also board and lodging, but not washing.

Digitized by Google Original from UNIVERSITY OF MICHIGAN

IV.—Per day, from 1 to 1¼ dollars—usually 1 dollar and food.

V.—Per month, any time during the summer, from 20 to 25 dollars.

The usual custom in such a large undertaking as Binscarth Farm is to engage men in the spring or autumn for six months or one year, and if they want to re-engage they ask at the end of six months whether they are required for a longer period. Boys are usually only employed at home, for old hands on a farm do not care for the trouble of teaching them; but sometimes they are required for tending cattle from 8 A.M. to 8 P.M., out on the unenclosed prairie. Girls are in great demand, and can always readily procure places for housework. In some parts of Manitoba wages are not so high as those quoted above, being only 15 dollars a month for a year's engagement, or at the rate of 20 dollars per month from 15th April to 15th October; or of twelve dollars a month for the winter months from 15th October to 15th April, and a dollar a day for a day's job. Of course as the population increases wages will decrease.

The country lying round Binscarth, especially that towards the north, is open rolling prairie, well wooded and uneven, with plenty of sloughs or ponds; and unlike anything I have seen in Southern or Central

Digitized by Google Original from UNIVERSITY OF MICHIGAN

Manitoba, or indeed elsewhere in the province. It appears to be admirably suited for cattle and horses, and also for sheep. There seems to be no spear-grass (that great enemy to sheep) of any consequence; but I should consider that, on account of the quantity of brushwood and short stunted silver willow existing here, two acres of land here would not be more than equivalent to one in many other districts where there is prairie grass alone; still probably young stock would do better in this country, with the advantage of shade, than in a more open one. My first drive was one of about thirty miles, and it gave me a good insight into the capabilities of the district. I found that with the exception of Binscarth Farm the inhabitants were quite small settlers with but little capital, and very poor farmers. All, however, appeared to be contented and happy, and spoke of the excellence of the season's crops, and were in good spirits about their future prospects, saying that the turn had now come, after recent bad and disappointing years, and that prosperity was now in store for them. The country appeared to be very thinly inhabited, but I fancy a good deal of land is being held, waiting for higher prices.[1]

Some years ago I formed the opinion that establishments similar to the Binscarth Farm would, if dotted

[1] See *Life and Labour in the Far Far West.*

Digitized by Google Original from UNIVERSITY OF MICHIGAN

about at different points, prove of infinite service for the development of the country generally; not only by the outlay of capital, but as a guide and assistance to surrounding settlers, and also by keeping good stud horses, bulls, and sheep, and selling good draft stock. Much more attention is now being paid to summer fallowing than formerly, a system which I have always advocated.[1] Rich as the soil is, the settlers have found out that they cannot crop it for several successive years without seriously injuring their holdings. But little care is as yet being bestowed on manuring the land; however, no doubt this will come in time, otherwise it remains to be proved whether the soil can continue to grow crops as abundantly as at present, even if summer fallowing is generally adopted. Mr. Smellie is an excellent farmer, and he fallows his land in rotation once in every two or three years. I am glad to say that settlers here are giving more attention to mixed farming, which is very suitable to this locality; they are also keeping more stock, and of a better quality, and in some cases are endeavouring to rear sheep. But, as my companion pointed out, sheep require a person to tend them, and the ordinary settler cannot afford this expense. Doubtless, however, now that a start has been made in this direction, sheep will soon increase in

[1] See *Life and Labour in the Far Far West.*

Digitized by Google Original from UNIVERSITY OF MICHIGAN

this country. I have always hoped to see them kept in much greater numbers, and I feel certain they will prove successful and profitable. At Binscarth Station there is a very good spring of water, but at the farm it was very indifferent. The uncertainty of the quality of the water supply is a great drawback to all parts of Manitoba and the North-West. I did not notice any alkali, and saw but very few golphers.

Whilst in this neighbourhood, I took the opportunity of calling upon Mrs. Gwillim and her family, who are well known in parts of Herefordshire, and who emigrated here from Wacton in 1882. I found them at home, and delighted to see me. They have acquired 1200 acres between them, and are doing well, and now that they have got accustomed to the life, they like it and also the country very much. One daughter married a clergyman of the Church of England the year before my visit; they were located a hundred miles away—quite near neighbours in this part! I hear that a sister has recently followed her example. Curiously enough, on the section adjoining the Gillams I found another Herefordshire man, hailing from Ledbury. All the country about here is open rolling prairie, very suitable for wheat growing, and will carry both stock and sheep.

We also made an expedition while here to see the

Digitized by Google Original from UNIVERSITY OF MICHIGAN