

Supplement to GREY REVIEW.

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It goes directly south from there until it crosses the boundary line, forming a waterway connection with the West Kootenay District (which is now entered also by a branch road the Arrow Lake, from Revelstoke), and is furnishing rich supplies of mineral for transportation.

Near the summit of the Gold Range—a small range of mountains some distance west of Revelstoke—is a line of lakes united by narrow strait or rivers. These form an interesting feature as their waters are clear and shoals of immense salmon are to be seen in them.

At Sicamous—a picturesquely situated little town on the western shore of the Great Shuswap Lake—is another road, the "Shuswap and Okanagan," running south into the Okanagan District, which is an agriculture and fruit growing part of the Province with which the C. P. R. has good communication.

On leaving Sicamous we soon enter into a seemingly altogether different country, both with regard to climate and scenery. The air has more of the feeling of a prairie land breeze and the surrounding country gives every evidence of a vegetation of much more rapid growth, than that of the mountain district. The grass covered valleys with their green, gently sloping hills, that gradually rise and form themselves into smooth and perfect table lands, the plainness of which is relieved by the presence of a few large fir trees growing here and there over their surface, form an altogether different scene to that through which we have just passed. Herds of cattle are to be seen grazing on the hill sides.

The next place we must make mention of is, the city of Kamloops, the "Metropolis" of the interior of B. C. This town has a beautiful location at the junction of the two large rivers, the North and South Thompson. The climate here is dry causing a great deal of dust in midsummer, but in Spring and Autumn a more delightful and invigorating atmosphere could not be desired. In winter the temperature is seldom below zero and sleighing is not often enjoyed. Kamloops is one of the coming cities of our Dominion. It is now sought by a great many as a health resort, particularly by those troubled with any lung disease. The city is in the centre of a ranching, cattle raising and fruit growing part of the Province and therefore its future promises to be a bright one.

The Railway follows the Thompson River for about one hundred miles, when at Lytton the waters of this river are swallowed up by the roaring waters of the mighty Fraser. The Fraser river is a second Kicking Horse with a much greater volume of water and equally as precipitous a bank.

From here the River and Road run in a southwesterly direction and again there is a perceivable change in the atmosphere. It has become quite moist and heavy having a drowsy and enervating effect on one not acclimatized.

About one hundred and twenty miles further on we come to Mission Junction. From here the Huntington Branch runs down into the American side. And here we begin to catch a breath of the salt-water.

Vancouver is now soon reached and some idea of what the "New World" can do in the way of building up a city in ten years, is realized. In 1886 Vancouver had a population of 600, but when the census was taken in 1891 its population was over 20,000, showing a most marvellous growth. Vancouver is situated upon a peninsula surrounded on nearly all sides by water. It is the gateway through which must pass, inward and outward a large share of the enormous traffic of the world. On one side rolls the vast Pacific, bearing from the distant shores of China, Japan and of Australia and New Zealand the huge cargoes that go to swell the commerce of nations. Their destination is in the uttermost parts of the earth but they come first to Vancouver. These facts being so readily perceived and their meaning so palpable, it is little wonder that Vancouver has in a few short years assumed such a wonderful growth and importance. There are great lumber mills located on Burrard Inlet, furnishing cargo for a constantly increasing fleet of sailing vessels. Enormous quantities of the unequalled lumber and timber of this part of the Province are thus shipped from Vancouver to China, Australia, the Sandwich Islands, South America, the East Indies and in fact to all parts of the known world. The fisheries in the river and sea tributary to Vancouver, are increasing in value very rapidly and quite a fleet of fishing boats has its headquarters here.

We must not forget to mention New Westminster which is frequently styled "The Royal City" of B. C., because of its charming and commanding position on the right bank of the Fraser River some fifteen miles from the mouth of that stream. It is the headquarters of the Fraser River Salmon fisheries and its position is such that its future prosperity is assured.

We must never forget the city of Victoria in mentioning the principal places of beauty and attraction in our Province. This is the most beautiful little "Flower Garden" of the Dominion as well as being a great commercial centre. If you ever get as far west as Vancouver do not fail to extend your trip across the Gulf of Georgia for the purpose of visiting our capital. It is beautifully situated on a peninsula at the south eastern extremity of Vancouver Island. It is one of the wealthiest towns for its size on the Pacific Coast. It is the headquarters for the salmon and fur trade and is also the terminus for Esquimalt and Nanaimo Railway. There is no other place in our Dominion where flowers grow to such perfection as in Victoria. Out of door flowers bloom all the year round and the grounds on some of the streets are so beautifully arranged that one is reluctant to pass by.

We have now come to the end of our journey although we have left out a great

many places worthy of notice and comment and have followed the Railroad only. But beauty of climate and scenery are not all the attractions B. C. affords, we might fitly style this our "Treasure Province." The treasures of Cariboo are now almost lost sight of by the discovery of far more valuable ones in other parts of the Province. East and West Kootenay have only very lately laid bare a very small but tempting view of the treasures hidden in their bosoms, which bid fair to make our Province, before many more years, the centre of attraction to the whole world.

ANNIE SMITH.

—The following samples of expenditures under a Conservative Government cannot be too often considered at It will be pointed out in this campaign the present time. That Dr. Landerkin was in Parliament while this was going on, as if that made him culpable. He was in Parliament but not in the Government, and by voice and vote he was never found lacking in condemning these scandalous expenditures. Read them carefully.

Tay Canal, (6 miles):—Estimated cost, \$132,000; expended upon it, \$476,228; revenue for 1894, \$126; cost of maintenance 1894, \$2,458.

Little Rapid Lock:—Contract estimate of cost, \$86,680; paid to contractor, \$200,000; contractor's claim still unpaid, \$61,000; no tariff and no receipt from the work.

Gallop Rapids Channels, (Cornwall Canal):—Contract price, \$306,600 paid to contractors' \$446,500; contractors' claims still unpaid, \$130,000; the Minister of Canals stated in Parliament after the work was taken over that no one would use it.

Shicks Island Dam (Cornwall Canal):—The origin contract was cancelled and a work abandoned, upon which \$100,000 of money was absolutely thrown away. The new work was given to a favored firm of contractors with tenders who have been allowed \$22,500 over their contract price.

Langeyin Block: Estimate of cost less than \$500,000; already paid, \$781,000; outstanding claims, \$250,000; Contractor Charlebois has forewinding clause put into the contracts which obliges contractors on the building had with Government. The contractors will agree to bind themselves to buy the right of way from the contractor Mr. Charlebois.

Printing Bureau Scandal:—Senecal's commissions on purchases for supplies and machinery, \$50,000.

Curran bridge:—Estimated cost, 123,000; Government Commission's estimate of reasonable cost, \$100,000; actual cost, \$430,000; stolen from the country, \$270,000; Judge Desnoyers decided that Government's contract with contractor St. Louis was so drawn that he had lived up to it.