

**BRITISH COLUMBIA  
IN THE  
MAKING, 1913**

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British Columbia in the making, 1913 by John Bensley Thornhill

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**JOHN BENSLEY THORNHILL**

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*Photo by C. G. Beesford, Vermont's Bow, S.W.*

THE AUTHOR

BRITISH COLUMBIA  
IN THE MAKING

1913

By JOHN BENSLEY THORNHILL,  
F.R.G.S.

*ILLUSTRATED*

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LONDON

1913

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## INTRODUCTION

THE British Empire, and with reason, has been described as one vast commercial concern. My object in writing this book is to draw attention to British Columbia, and to show that there is something in it more than sentiment.

The twentieth century of the world's progress is Canada's, and the Pacific is the Ocean of the Future. Yet, despite the advertising both have received, less is known of them in England and the world generally than is their due. Both the books and the Government pamphlets bewilder, and the cruel game of selling rotten real estate to maiden ladies, retired military officers, and the classes least able to look after their investments, has the effect of giving Canada—especially its "Golden West"—a bad name.

In my chapter on "Real Estate, Speculation, and Investment" I do my best to influence capital from the older settled countries, and to indicate the chances offered in a country that has been barely scratched. I cannot too strongly point out that, although big money has been made in land speculation, there is far more money (and certain money at that) in industrial development, and especially in mining, lumbering and fishing.

Farming, in a country in which the industries have

already got a long start of agriculture, offers great opportunities. To grasp these opportunities to their full it is necessary that the Government, either on its own or in conjunction with independent finance, should inaugurate a constructive policy. This policy should embrace a well-thought-out scheme of land clearing, the assisting of agricultural labourers to emigrate, the establishment of rural credit banks, and a more comprehensive system of roads in connection with the wise railway policy of the McBride Government.

My chapters deal first with the "History" and "Geography" of the country—subjects which only a man with literary merit (to which I lay no claim) could make anything but dry.

The chapter on "The Great Carrying Companies of Canada and their Pacific Ports" calls for my thanks to the officers of the Canadian Pacific Railway and the Grand Trunk Pacific Railway. The powerful syndicate at the back of Mackenzie and Mann furnished me with no information, as their manager chose to consider that I was as well informed as he. If, therefore, I have failed to do justice to the Canadian Northern system, the fault is theirs and not mine.

I have no interests in "Stewart, the Portland Canal District, and its Mines." My information is given away to ensure a wide circulation for my book, and to show that the chances to-day in British Columbia are better than they ever have been. A word of warning with regard to this chapter—I do not want anyone to buy real estate on what I have written. Still less do I want people to buy Portland Canal mining shares at present, because I do not believe that the local financiers