



E soon find comfortable quarters in a fine hotel, equal to any we have seen in the East, and its situation on high ground affords us a most interesting and charming view of the new city and the surrounding country. Far away at the southeast Mount Baker looms up all white and serene. At the north, and rising directly from the sea, is a beautiful group of the Cascade Mountains, bathed in a violet light and vividly reflected in the glassy waters of the inlet. Looking towards the west, out over English Bay and the Straits of Georgia, we see the dark-blue mountains of Vancouver Island, and at the southwest, beyond the broad delta of Fraser River, is the Olympian range—a long line of opalescent peaks fading into the distance. At our feet is a busy scene. The city is new indeed; only one or two of its many buildings were here six years ago—a forest stood here then. The men who built the town could not wait for bricks and mortar, and all the earlier houses were built of wood; but fire swept all of these away, and solid handsome structures of brick and granite took their place. Down at the water's edge are long wharves where steamships from China and Japan, Australia, Hawaiian and Fijian Islands, from California, Puget Sound and Alaska, are discharging or taking in cargoes; and at the warehouses along the wharves are lines of railway cars loading for the Atlantic sea-board with teas, sugar, silk, seal-skins, fish, fruit and many other commodities. Here and there all around the inlet are great saw-mills where steamships and sailing vessels are taking in timber and deals for China and Australia, South America, and even for England. The great white steamship that catches the eye first among all the shipping in the harbor is the "Empress of India," one of the three swift and magnificent twin screw steamships recently placed on the route between Vancouver and Japan and China, by the Canadian Pacific Railway Company, the like of which has never been seen in Pacific waters—great steel steamships like the best of the Atlantic liners, but more perfect and luxurious in their appointments. Think of it. We are within ten days of Yokohama—of wonderful Japan! Near by is another fine steamship of the first-class; one of the new line to Honolulu, Suva (Fiji), and Sydney, Australia. A few miles away is New Westminster, on the Fraser, one of the old towns of British Columbia, now quickened into vigorous growth by the advent of the railway, and the columns of smoke rising in that direction tell us of its extensive salmon canneries and saw mills. There, too, ships are loading for all parts of the world. And over against Vancouver Island are other columns of smoke, indicating the great coal mines from which nearly all of the steamships of the Pacific are supplied.

Northward for twelve hundred miles through the Gulf of Georgia and the wonderful fiords of Alaska, where the mountains are embraced in a thousand arms of the sea,