

This number is very likely to be behind time. The 1st of July was already at hand, before the redaction of it could be begun; and just at that time the water of the streams and rivers of British Columbia began to rise in an alarming way, so as to nearly intercept traffic, and to delay the mails.

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In 1880 and 1881, when first traveling on the "Cariboo Wagon Road," between Yale and Lytton, we were amazed to see, in several places, far above our head, the marks of the high water of the 16th July, 1876. The first days of June, 1882, going up from Yale to Lytton, accompanied by Indian Jack, from Skuzzy; near Boston Bar, we noticed that the marks had been made fresh by the road men. We could have never thought then that one week later, on our return from Lytton, the water would be 7 or 8 feet higher than those marks. About the 10th or 12th of June, 1882, the water reached its highest point—the highest that was ever known to white or Indian in the country. The same year we had in British Columbia the biggest run of salmon ever witnessed. The Fraser River was so literally packed with fish that it was said and repeated all over that one could ford the river on salmon backs.

Reverend Father A. Martinet, Assistant General of the O. M. I., was then visiting our missions in British

Columbia. He would stand, wonder struck, looking at the immense numbers of salmon with which the river was filled; thousands of them crowding at the sides of the river, as if trying to push each other out of the water.

After the water subsided, the wagon road was a big wreck, and hundreds of thousands of dollars had to be spent in repairing the damage.

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After the high water in 1882, nobody in British Columbia would have dared to foretell that it would or could be surpassed. Yet this was done in 1894.

The Very Reverend Father Soullier, Superior General of the O. M. I., came himself to visit our missions in British Columbia during the summer of 1894. A letter from the very Reverend Father reached Kamloops on June 2nd, announcing his arrival for the 16th of the same month. That was the last mail received at Kamloops till the eve of his arrival, and little we believed that he was going to be with us himself next day.

On June 2nd, the water had already passed the high water marks of 1882, all over the country, and it continued to rise until the sixth of June, when it was several feet higher than in 1882. This time it was the railroad, the main line of the Canadian Pacific, that suffered immense damage through the high water. Bridges were carried away, embankments caved in, the