

fish are in abundance on the coasts. Stock raising, ranked fifth in importance, is, as a general thing, and except at Carriboo, the chief pursuit east of the Cascade Mountains, north and south of Route No. 6, the proposed railway line *vid* Bute Inlet.

Everywhere in summer horned cattle become very fat, but nowhere can the precaution be omitted of having large supplies of natural hay as winter provender. In the south during mild seasons much hay is not expended.

In the great lake country between N. lat. 53° and 55° there is said to be much summer feed for cattle. Beeves are driven at little expense to market north and south. This year several hundred head are being taken into California.

The navigation from Otter Cove to Frederick Arm for the steam car ferry-boat is known to be perfectly safe; some illustrate by comparing it to that between Blackwall and Gravesend.

Ferrying between Burrard Inlet and Nanaimo of railway cars is not considered safe.

Adoption of the central route No. 6 of Fleming's report will greatly promote more thorough prospecting for the precious metals throughout the vast extent of country.

The bridging from mainland to island hereafter to be effected, and now by "Old Settler" in his letter made a bugbear of, will not be attempted until the "Great North-west" has been extensively peopled, and the requirements of a vast traffic demand and justify the outlay. The day of that great engineering work may not be far distant if the statesmen of the motherland and of the Dominion, imbued with a high sense of mutual duty and responsibility, by earnest and befitting co-operation urge on railway progress in Central British North America, and as an essentially necessary concomitant effectually promote emigration to that beautiful, salubrious, far-spreading, and fertile land. It is quite reasonable that railway extension should there be more rapid than on the Pacific slope, but it would be the extreme of unfair-