

city out to the enchanting scenes in and about this beautiful lake, while to the westward is the expansive harbor of Seattle, crowded with vessels of every country, furnishing, upon the whole, a rare scene of joyous social comfort, together with commercial progress, going hand in hand to greater triumphs in the near future.

When inside the Straits of Fuca, the Gulf of Georgia to the north and Puget Sound to the south afford to the two nations a magnificent inland sea, in which are a score of inhabited islands, these islands also having safe and convenient harbors, thriving villages, large orchards, well-tilled farms and an abundance of rich foliage.

There are six railways now operating trains night and day, three hundred and sixty-five days in the year, between the Atlantic and the Pacific oceans, across the continent of America, with from ten to forty large cars in each train, laden with freight and with thousands of stalwart men and women hurrying to the milder climate and promised wealth west of the Rocky Mountains.

Three of the most southern of these lines of railway at one point or another have connections with the three most northern, while the latter three terminate in the cities of Puget Sound and the Gulf of Georgia. Awaiting the arrival of these continental trains are great ocean steamers of four competing companies, numerous tramp steamers and large merchant ships and transports, ready at once to deliver their cargoes, not to ships of the desert, but into hundreds of cars of these overland trains ready to receive them, as well as to receive whole train loads of fruit, shingles, timber, wine, hops and honey, products of Oregon, Washington and British Columbia, to be delivered at Montreal, New York, Liverpool, Paris or Berlin, while the forest of sea vessels there waiting are at once reloaded with wheat, flour, fruit, wines, lumber, hardware and hundreds of other productions suitable for Oriental trade.

In view of this enormous present and of the prospective traffic, 'tis needless to invoke prophetic aid to tell of the stupendous commercial results awaiting the western portions of British Columbia and the State of Washington, and what part this great land-locked portion of the ocean fronting upon them is to play in the Eastern drama, the curtain of which has only risen upon the commercial world.

When we consider further, that owing to the conformation of the globe and the direction of the ocean currents, the Straits of Fuca are much nearer to Yokohama than is San Francisco, the result is more apparent. For example: A tourist leaving Yokohama will have to travel by way of the Straits 10,050 miles before reach-