

other, cut into the mountain slope. Passing along the Illicilliwaht Valley, Albert Canyon is reached, where the railway stops for a peep into the gorge. It extends some 300 ft. below the track and the water is seen boiling with rage to be free from its enclosure. At Revelstoke a few miles farther on, the railroad is joined by the Columbia river which flows around the north of the Selkirks. A steamer plies this river from Revelstoke to the boundary connecting with Nelson and Kootenay regions. In these latter districts there are large mining and lumbering interests, and from them there is connection with Washington Territory. Leaving Revelstoke we run into the Columbia or Gold range, by Eagle pass, which is seldom more than a mile wide. At Craigellachie, the last spike was driven in the C.P.R., November, 1885, the rails from Vancouver meeting the Eastern rails here. Passing Sicamous with the Great Shuswap Lake to the north, we sight Kamloops, population about 2,000. This town was begun some years ago, around an old H.B. fort. A beautiful spot with mountains rising about 1,500 ft. And here we get our first glimpse of China, from Woo-One-Ching to One-Lung (I don't know where the other was). From this to the Coast we notice a great change in the vegetation. The very leaves are, as the darkey said, "dripping with life."

When passing through Manitoba and the North-West, it was cold and vegetation had scarcely begun. But, now watch the life bursting from every "Emerald bud," from "polished bough" and "Greening hill-side." What a resurrection from the coldness and dampness of winter. And shall we, too, not rise from the death of these material frames into the pure unmixed realm of Diety? These are our words as we behold God in His world, working out its existence, shaping it into some semblance of the Eternal thought.

The scenery from Kamloops to the Coast is not so gorgeous, but very fascinating. For a short distance we run along the south shore of Kamloops Lake. The mountains present a series of projections which pierce the Lake and through which tunnels have been made. Fifteen miles further on is Savonas Ferry. The Railway from this to Port Moody, was built by the Dominion Government and transferred in 1886, to the C.P.R. syndicate. Passing Ashcroft and Drynoch the Railway enters the Thompson Canyon, where the scenery becomes wild beyond conception. At Lytton the Fraser and Thompson rivers are united, the former flowing from the north. Crossing the Fraser we are in sight of the old Cariboo road. The Railway clings to the river on the right, and parallel with it on the left is this old Government road to the "Gold