

to this Province of the Dominion, but also to the interests of the Empire, that our fleets and mercantile marine, as well as the continental markets, should be supplied from this source."

The forest lands are of great extent, and the timber most valuable. They are found throughout nearly the whole extent of the Province. The principal trees are the Douglas pine, Menzies fir, yellow fir, balsam, hemlock, white pine, cedar, yellow cypress, arbor vitae, oak, yew, white maple, arbutus, alder, dogwood, aspen and cherry. The Douglas pine is almost universal on the sea coast, and up to the Cascade range. It yields spars from 90 to 100 feet in length, can often be obtained 150 feet free from knots, and has squared forty-five inches for ninety feet. It is thought to be the strongest pine or fir in existence. Broken in a gale, the stem is splintered to a height of at least twenty feet, and it is astonishing to see how small a portion of the trunk will withstand the leverage of the whole tree. The timber contains a great deal of resin, and is exceedingly durable. The bark resembles cork, is often eight or nine inches thick, and makes splendid fuel.

The white pine is common everywhere. The Scotch fir is found on the bottom lands with the willow and cottonwood. The cedar abounds in all parts of the country, and attains an enormous growth. Hemlock spruce is very common. The maple is universal. The arbutus grows very large, and the wood in colour and texture resembles box. There are two kinds of oak, much of it of good size and quality. There are few lumbering establishments, the trade being hardly developed. The value of timber exports in 1881 was \$162,747.

The Fraser River and its tributaries, with the numerous lakes communicating with them, furnish great facilities for the conveyance of timber. The Lower Fraser country especially is densely wooded. Smaller streams and the numerous inlets and arms of the sea furnish facilities for the region further north.

His Excellency the Marquis of Lorne said in his recent speech at Victoria:—"Every stick in these wonderful forests, which so amply and generously clothe the Sierras from the Cascade range to the distant Rocky Mountains, will be of value as communication opens up. The great arch of timber lands beginning on the west of Lake Manitoba circles round to Edmonton, comes down among the mountains, so as to include the whole of your Province. Poplar alone, for many years, must be the staple wood of the lands to the south of the Saskatchewan, and your great opportunity lies in this, that you can give the settlers of the whole of that region as much of the finest timber in the world as they can desire. Your forests are hardly tapped, and there are plenty more logs, like one I saw cut the other day, at Burrard Inlet, forty inches square, and ninety and one hundred feet in length. The business which has assumed such large proportions along the Pacific shore of the canning of salmon, great as it is, is as yet only in its infancy, for there is many a river swarming with fish from the time of the first run of salmon in spring to the last run of other varieties in the autumn, on which many a cannery is sure to be established."

The fisheries are probably the richest in the world.

The Province of British Columbia cannot be called an agricultural country throughout its whole extent. But it yet possesses very great agricultural resources, especially in view of its mineral and other sources of wealth, as well as its position. It possesses tracts of arable land of very great extent. A portion of these, however, require artificial irrigation. This is easily obtained, and not expensive, and lands so irrigated are of very great fertility. Land 1,700 feet above the level of the sea, thus irrigated, yielded last year as high as forty bushels of wheat per acre.

The tracts of lands suitable for grazing purposes are of almost endless extent, and the climate very favourable, shelter being only required for sheep, and even this not in ordinary seasons. On the Cariboo road there is a plain 150 miles long, and sixty or eighty wide, and between the Thompson and Fraser rivers there is an immense tract of arable and grazing land. The hills and plains are covered with bunch grass, on which the cattle and horses live all winter, and its nutritive qualities are said to exceed the celebrated blue grass and clover of Virginia.

The Canadian Pacific Railway will be, when completed, the shortest trans-continental line in America. It will also be the shortest route between Great Britain and India, China and Japan, and will therefore assuredly secure a large proportion of that trade.

The valuable fisheries, forests and mines on the extreme western end of the road, the agricultural produce of the great prairie region, and the mines, timber, lumber and minerals of the eastern section, will be more than sufficient to ensure an immense local and through traffic over the Canadian Pacific Railway. In addition to this, the trade flowing from ocean to ocean, from east to west and from west to east, will undoubtedly make the great Canadian highway one of the most important trunk lines in America. Already branch and independent railways are being projected and built through the prairie region, to act as feeders to the main line.

#### INFLUENCE OF A CHILD.

**T**HUGHTLESS people sometimes imagine that children are burdens in a family, and only serve the purpose of creating additional expense for food, clothing and education. Properly cared for, they are of value to their parents equal to all the toil and anxiety caused by infancy and childhood. My judgment is that children under Christian training are worth as much to parents as parents are to children. After all that is said of man, his emotional nature is the best part of him, and the child that he loves draws out the tender feelings of his heart. The more the kindly feelings of our nature are brought out, the better citizens and the better Christians we are.

In the great camp-meeting at Belton, just closed, a little boy nine years old, presented himself, asking baptism. He had never been forward for prayer, and hence there was some surprise. When asked if he thought he was a Christian, he answered affirmatively

and positively. His father lives on a high bluff overlooking the Leon river. Little Willie told us of a day when he went alone under that bluff to pray, and after giving his heart to God, said, "I believe he forgave my sins." He told us as only a child can, of his trust in Christ, his love for God and Christian people, and his desire for the salvation of sinners. His gray-headed father, who up to that time had not publicly professed conversion, rose in the great audience, when asked if he wished to say anything, and stated that he believed the boy knew what he was doing, and hoped we would proceed. The next day the sister, a little older, was received for baptism, and then the other brother a little older than she, was received, and then the mother of the children asked for baptism, and at last, the gray-haired father came, and this family of five were baptized together the following Sunday evening, in the presence of about five thousand people. Who can estimate the value of the influence of a Christian child on a family and on a community?

#### THE GOSPEL TRAIN.

A JUBILEE HYMN.

**T**HE Gospel train is coming,  
I hear it just at hand,  
I hear the car wheels moving  
Its rumbling through the land.

CHORUS.—Get on board children,  
Get on board children,  
Get on board children,  
For there is room for many more.

I hear the bell and whistle.  
She is coming round the curve,  
She is playing all her steam and power,  
And straining every nerve.

No signal for another train,  
To follow on the line,  
Oh, sinner, you are forever lost,  
If once you are left behind.

This is the Christian banner,  
The motto new and old,  
Salvation and Repentance,  
Are burnished there in gold.

She is nearing now the station,  
Oh, sinner, don't be vain,  
But come and get your ticket,  
Get ready for the train.

The fare is cheap, and all can go,  
The rich and poor are there,  
No second class on board the line,  
No difference in the fare.

We will shout over all our sorrows,  
And sing for ever more,  
With Christ and all his Army,  
On that Celestial shore.

#### QUEER CONVEYANCES.

**S**OME birds are known to fly long distances carrying their young on their backs. Small birds take passage across the Mediterranean sea on the backs of larger and stronger ones. They could not fly so far. Their strength would give out, and they would drop in the water. Along the northern shore of the sea, in autumn, these little birds assemble to wait for the coming of cranes from the north, as people wait for the train at a railroad station. With the first cold blast the cranes arrive, flock after flock. They utter a peculiar cry, as of warning or calling. It answers the same purpose as the ringing of the bell when the train is about to start. The small birds understand it. They get excited. They hasten abroad, scrambling for places. The first to come get the best seats. If

the passengers are too many, some will have to flit back to the hedges till the next train. How they chatter good-bye—those who go and those who stay. No tickets have they, but all the same they are conveyed safely. Doubtless these great birds like this warm covering for their backs. In this way the small birds pay their fare; and it is these last who must be out in the wet if it storms. The little passengers are of different species, like Americans, Irish, Germans, and Chinese, travelling together in cars or steamships. Their journey takes them through the air, high above the wide sweep of waters. They are close companions on the way. By-and-bye they reach the beautiful south country. There they build nests and sing sweetly, as they build here and sing for us in the happy summer time. Indeed God cares for the sparrows.

#### A BEAUTIFUL DEATH.

**D**OCTOR, is I got to go?"  
"Aunt 'Liza, there is no hope for you."  
"Bress the Great Master for His goodness. I'se ready."

The doctor gave a few directions to the coloured women that sat around 'Liza's bed, and started to leave, when he was recalled by the old woman, who was drifting out with the tide.

"Marse John, stay wid me till it's ober. I want to talk ob the old times. I knowed you when a boy, long 'fore you went and been a doctor. I called you Marse John den; and I call you the same now. Take yo' ole mammy's hand, honey, and hold it. I'se lived a long, long life. Ole marster and ole missus hab gone before, and de chillun from de old place is scattered ober de world. I'd like see 'em 'fore I starts on de journey to-night. My ole man gone, and all de chillun I nussed at dis breast has gone too. Dey's waiting for der mudder on de golden shore. I bress de Lord, Marse John, for takin' me to meet 'em, dar. I'se fought de good fight, and I'se not afraid to meet de Saviour. No mo' wo'k for poor ole mammy, no mo' trials and tribulations—hold my hand tighter, Marse John—fadder, mudder—marster—missus—chillun—I'se gwine home."

The soul, while pluming its wings for its flight to the Great Beyond, rested on the dusky face of the sleeper, and the watchers, with bowed heads, wept silently. She was dead.

#### HOW COFFEE IS CULTIVATED.

**T**HE manner of cultivating the coffee-plant varies but little in the several Central American States.

The coffee-beans are first planted in hot-beds, from which they sprout, and shoot up five or six inches high, when they are removed singly and taken to the fields which have been prepared to receive them. There the young sprouts are planted anew, in rows, with a space of from four to six feet between the plants. For two years they need no more care, except an occasional ploughing out of the weeds which spring up around them. The third year the plant is from three to four feet high, and commences to bear, producing about a pound of coffee fruit. Each year adds to the size and productiveness of the tree, till it reaches about ten feet in height, after which it gives a product of from twenty to thirty pounds of green fruit.