

inches thick, composed of almost "clear stuff," hardly a knot to be seen in any of it.

The land all through British Columbia cannot be compared to any of that in the territories or districts east.

The C. P. Railway Co. employ hundreds of Chinese in British Columbia as track men, cutting wood along the line to be used as fuel for the locomotives, and at various other work, and they tell me they are good workers, most industrious, reliable and sober men. In Victoria there are about 3,000 of them, some of whom are merchants, owning large stores and are worth a great deal of money. I was also informed that the Chinese do the greater part of the mining in British Columbia; Cariboo being the principal locality, and all make money out of the mines, abandoned by the whites. At other places where the latter could not live, John Chinaman can make his five and six dollars a day.

The minerals, no doubt, will form one of the chief industries in these districts, as all acknowledge that gold, silver, lead and copper are there in abundance, only awaiting to be developed, and this, with the influx of emigrants, land seekers and tourists, will swell the traffic and materially assist the C. P. R. All that is required to develop this whole country from Winnipeg to Vancouver is to settle it as speedily as possible. There is plenty of room for a few millions of people—homes for all!

Coal has been found in abundance at Medicine Hat and Lethbridge, the latter called the Galt mine. It is being mined at both places and will be a great boon to the country where such valuable fuel as this can be substituted for the poplar.

Yale, which is 105 miles east of Vancouver, is at the head of navigation on the Fraser River and is 300 feet above the sea. Vessels of large draught can come up this far. There are other places of interest which might be mentioned too, with a history attached to them, but these must be taken up at a future time. I have said nothing of the many canyons and other wonderful sights. For instance, there is one trestle at Stony Creek, 290 feet high, another 250 feet, with one 3,900 feet in length and of quite a respectable height, then there is the large iron cantilever bridge spanning the Fraser with one clear sweep,

&c., &c. Nor have I mentioned or entered into the particulars of the following mountains and peaks: Three Sisters, Glaciers, Cathedral Mount, Kicking Horse, Castle Mountain, Hermit Mountain, Kananaskis, Hermit Peak, The Natural Monuments, Kicking Horse Canyon, and Falls of the same name, Cascade Falls, &c., &c.

Neither has any reference whatever been made to an ingenious piece of engineering called the "Loop," by which, and the only means, the trains are enabled to overcome one of the most difficult places in the Selkirks and thus obtain a moderately reasonable grade. The anomaly here is, that although the train keeps moving on at the usual speed, very little distance is made, but the object sought is gained—the elevation although to a non-professional in a round-about way. This can hardly be understood without a plan.

The time changes three times between Toronto and Vancouver, and you are introduced to thirteen different conductors and notice about as many "strange-faced" locomotives with their drivers; the same porter, however, seems fonder of travelling than his confreres on the train and goes right through with his "aleeper" from Montreal to Vancouver, thus saving the travellers all the annoyance incident to the moving or transfer of themselves or baggage until the end of their journey.

PRACTICALLY A REBELLION IN MANITOBA.

THE following appeared in the Toronto *Globe* of 1st inst.:

Mr. W. F. Luxton, member for South Winnipeg, of the local legislature of Manitoba, and proprietor of the *Manitoba Free Press*, being in the city, a representative of the *Globe* availed himself of the opportunity thus given to obtain accurate and full information as to the railway now being built to the boundary, and other matters. Mr. Luxton granted the request and was asked:

"In what condition is the work of construction on the Red River Valley Railway?"

"Twenty-six miles are graded on the various sections of the road. The entire length from Winnipeg to the frontier is sixty miles, and the contractors expect to have it all finished and to commence laying the iron on the 10th of August."

"Are there any large bridges to be constructed?"

"There are no bridges of considerable size, because the work does not involve the building of a bridge across the Assiniboine. So far there has been nothing done about a bridge at

Winnipeg across the Assiniboine, because it is a navigable stream under the control of the Dominion Government."

"How are the funds being furnished?"

"It is understood that the government have made temporary arrangements with the banks to provide for the payments, these advances being made on the credit of the government. Under the act authorizing the construction of the Red River Valley Railway power was taken to float a million dollars of bonds. That act has been disallowed, but notwithstanding disallowance the government have been offered par for the bonds. They consider, however, that they are worth more, and therefore they prefer to make temporary arrangements in the meantime. I believe the policy of the government is (having credit as it has to borrow sufficient money to carry on the work in the meantime despite the Dominion authorities) to borrow this money and then find the province of Manitoba so much in debt and then take power from the legislature to issue bonds to discharge the debt."

"How about getting in the rails?"

"Well, that is a matter for the contractor, and he tells us he has made satisfactory arrangements with the C. P. R. to have the rails transported."

"Suppose the rails are in and laid do you apprehend any difficulty about connecting with the American lines?"

"No, we have a double protection in that matter. In the first place, our immediate connection by the American frontier is the Northern Pacific. If the Canadian Government were to refuse connection with the Canadian railroad, we are quite satisfied that the Northern Pacific would make representations to the American Government to induce them to prohibit all of our Canadian roads from making a connection with the American roads at Detroit, Port Huron and other points. Then, in the end, we rely upon our might. The same then would apply if the Dominion authorities refused to put up a custom house, or to allow customs facilities to the Northern Pacific which is our first immediate connection. In that case the Northern Pacific would make such representations to the United States Government as would suspend connections at the very point of the boundary."

"In other words they would put the Retaliation Act in force?"

"Yes."

"Then about the difficulty that you can't run until you have been inspected and passed?"

"Well, that is a matter that we have not thought very much about. The principal things we have been threatened with are in junctions. And we say we don't care for in junctions. It would be difficult in the present state of feeling to put an injunction in force. Besides, injunctions are matters of provincial concern and within the jurisdiction of our own courts. We assume that our own courts would endeavor to maintain the dignity of their position. But in the end it becomes a matter of might. In Manitoba, except with Dominion civil servants and others who are entirely dependent, directly or indirectly, upon the Dominion Government for their subsistence, there is a consensus of opinion