

the Registration of Titles Act, which enables land to be safely conveyed and gives security to mortgages, which become a first charge on the land when registered. How you want such a land law as this in Great Britain! Some of your legislators would find useful hints from our Statutes, and your merchants and steam ship owners might find their advantage in copying our stern wheel boats, which will steam up rapids or rivers with only 3 feet of water. How useful such vessels would be in the rivers of upper India and other Colonies!

I have already alluded to our climate. The Winter may be considered to commence in December and end in March. On the Upper Frazer and throughout the interior, of course, the winter is a little longer and more severe. It seldom occurs, however, that the cold is intense, or that intense cold lasts more than a few days. Our winters are natural, doing good to man and leaving no evil effects behind. On the contrary, the winters of California are often destructive to the interests of the whole State, although the agent of ruin is not cold. When wet seasons come, and rain pours down for months incessantly, cities are submerged, beautiful homes washed away, stock destroyed, and the people paralysed with despair. It is a grievous sight, that universal wreck of the interior which these wet winters in California leave behind, and the calamity so often occurs that it more than counterbalances many other advantages possessed by the Golden State of the Pacific, and makes the inhabitants turn with envy to the climatic advantages of British Columbia.

I have spoken above of our agricultural lands, and I must now mention the distance from Great Britain. When the Canadian Pacific Railway is through, the time of transit will be 16 to 20 days. Now, the settler has to go to Quebec, say 10 days, thence to San Francisco by railway 6 days, or in the emigrant's train 14 days; and up the coast to Vancouver's Island 4 days, and 1 day to New Westminster. Allowing for delays in towns, you may say about 30 days. There is also the Northern Pacific route from Duluth, on Lake Superior, to Tacoma, Puget Sound, and from thence either direct in 1 day to Vancouver's Island or New Westminster. The time by this route would be about 25 days, and as the fare from Duluth to Tacoma for 3rd class is only £10, it is much the cheapest route, with no delays, and is strongly recommended as the proper route for settlers. The Railway Company have an office in Water Street, Liverpool, where every information can be obtained. Our goods come by sea, via Cape Horn; it takes five months for them to arrive from Great Britain.

EMPLOYMENT.

You will naturally ask is there employment for a man on arrival, so as to give time to look around? I can only point to our Railway Works, on which some 25,000 men are now employed. Mr. Onderdonk, an Oregonian, has the contract from the sea board to Kamloops. No English Civil Engineer, I believe, made the attempt to compete. He has succeeded in cutting through the Cascade Range of mountains, and has every description of labour saving machinery of the newest patterns at work. Some of the compressed air machines and steam shovels, made