

like the ends of houses to the street of an old Orkney town, showing pretty, regular cones from points of view that hide the elongation.

I will describe the great river valleys in another place. The valleys of the mountain streams, as a rule, are narrow, many of them being gorges. Their beds often are V-shaped for long distances, and their expansions ended by bluffs projecting into the stream. A common feature is a cañon or rocky obstruction near their mouths, above which there are long stretches of canoe navigation, almost invariably, however, ended by falls or rapids that make portages necessary. Overflowed bottom lands yielding coarse wild hay are not unfrequent in the valleys of these streams. Small dry prairies occur in some of them. Through the country near the railway line, great cracks or fissures in the mountains are here and there seen. Eagle Pass (partly in Yale and partly in Kootenay District) is one of these, and the expectancy that this crack stretched eastward thence through the Selkirks, beyond the region explored by Mr. Moherly, C.E., in 1865, enabled Major Rogers to find the pass or depression for the railway route, with which his name will be associated.

The lakes in general are the familiar British Columbian mountain lakes, running north and south, and very long in proportion to their width, closely bordered by steep hillsides, with scanty soil, and with swamp grass patches at the mouths of the larger streams that enter them.

The above-mentioned northerly and southerly trend of the Rockies, and the general though irregular parallelism of the Selkirks give necessarily a corresponding character and course to the valleys and rivers. The surface is corrugated, pressed together like the narrower part of a fan. Instead of opening westerly towards the sea, the valleys are shut off by several mountain ranges. The open part of the Kootenay horseshoe is to the south, where, as above said, the great axial ranges separate somewhat. The natural facilities of intercourse are therefore greater in a north and south direction than from east to west. It was a full knowledge of the almost insurmountable barriers to traffic presented by the north and south ranges of this north-western region of America that caused Great Britain to insist so earnestly, during the negotiations ended by the Oregon Treaty of 1846, upon extending her territorial rights south so as to share at least in the benefits of the Columbia waterway—the single channel through which the waters of the whole interior, for a length of 800 miles north and south, find an outlet to the ocean. The Canadian Pacific railway, cutting across the vast ribs of our land, redresses the practical failure of British diplomacy in 1846, and corrects nature.

I was surprised to find so many passes in Kootenay. Yale District may be entered at Osoyoos, but elsewhere (the Skagit valley being unavailable) everything for Yale District has had to go round the overhanging bluff at Yale, where the gorge girdles a twelve-foot road. Kootenay, though mountainous, is a country of passes. It is approached by passes, valleys or waterways from almost every direction, and there are many passes, *etc.*, through its interior ranges.

From the west you can strike its chief waterway in a navigable part, from Shuswap Lake either *via* Seymour, by a high trail, or through the easy Eagle Pass, and from Okanagan by the valleys of the Nacht-ee-ooos or the Whatch-shan streams. Three large watercourses open the southern frontier. The Rocky Mountains on the east have half a dozen gateways. To the north, the large Canoe River valley leads whither you will.

Internally there is a low, rugged cut from the western arm of Kootenay Lake to the Columbia River—the scene of the much discussed local railway. Passes lead from the Upper Arrow Lake along the Nacille-why-eeet and Koos-koon-axe to Trout Lake, which also may be easily reached from the north-eastern arm of Upper Arrow Lake. Many a miner has gone from Trout Lake down the Lardo into Kootenay Lake.

You can go up Beaver Creek (on left bank of the Columbia above Fort Shepherd) and strike the headwaters of the well known Forty-nine Creek which flows north into the left bank of the Lower Kootenay.

The so-called "Purcell Range" is pierced by the Goat River and Mooyie valleys, and by an Indian trail from Kootenay Lake to the headwaters of St. Mary's River. There are trails also from the north end of Kootenay Lake or from the neighbourhood of Upper Kootenay Lake, which lead over high divides to the Upper Kootenay and Upper Columbia Rivers. The supposed snow-peak region to the north has disclosed a route for the railway across the Selkirks.

Some of these lines of internal communication, it is true, are Indian or, at the best, pack trails; still the above shows that the country is not the impenetrable region, naturally, which many have supposed it to be. With the exception of Vancouver Island, Kootenay is in fact, naturally, the most accessible region in the province. But we have been fumbling about and have not put the key into the lock. In trying, in past times, to reach and open Kootenay, we