

way are additional attractions. The Thompson is navigable from a point on the Canadian Pacific Railway at Spence's Bridge, through Kamloops Lake to Clearwater on the North Thompson, and through the South Thompson, and Shuswap Lake, to some distance up the Spallumcheen River. The Columbia is navigable between the point at which the Canadian Pacific Railway crosses the western side of the loop which the river makes at Revelstoke, and Colville, a town in Washington State.

BURRARD INLET.

VANCOUVER, POPULATION 20,000, THE CANADIAN PACIFIC TERMINUS.

About two or three miles from the delta formed by the Fraser River is Burrard Inlet, a land-locked sheet of water accessible at all times to vessels of all sizes, at the entrance to which are the harbours of Coal Harbour and English Bay. Vancouver is 75 miles from Victoria and 85 miles from Nanaimo, on Vancouver Island. This, the most accessible and in several ways best anchorage on the mainland, was the one selected by the Canadian Pacific Railway at which to make their western terminus.

On a peninsula having Coal Harbour on the east and English Bay on the west is the new city of Vancouver. It is surrounded by a country of rare beauty, and the climate is milder and less varying than that of Devonshire and more pleasant than that of Delaware. Backed in the far distance by the Olympian range, sheltered from the north by the mountains of the coast, and sheltered from the ocean by the high lands of Vancouver Island, it is protected on every side, while enjoying a constant sea breeze and a view of the Straits of Georgia, whose tranquil waters bound the city on two sides. The inlet affords unlimited space for sea-going ships, the land falls gradually to the sea, rendering drainage easy, and the situation permits of indefinite expansion of the city in two directions. It has a splendid and inexhaustible water supply brought from a lake in a ravine of one of the neighbouring heights. The Canadian Pacific Railway was completed to Vancouver in May, 1887, when the first through train arrived in that city from Montreal. That year, also, the Canadian Pacific Company put a line of steamships on the route between Vancouver and Japan and China. Those two important projects gave an impetus to the growth of the city, by placing its advantages entirely beyond the realm of speculation, and the advancement made was truly marvellous.

A great conflagration, in June, 1886, nearly wiped the young wooden city out of existence, but before the embers died, materials for rebuilding were on their way, and, where small wooden structures were before, there arose grand edifices of stone, brick and iron. Under the influence of the large transportation interests which were established there the next year, the building of the city progressed rapidly, and during 1887 most of the city plat was cleared of timber, and a large amount of street work was done. Electric cars run in the streets and there is a service of electric cars to and from New Westminster, on the Fraser River. The Hotel Vancouver, in comfort, luxury and refinement of service is equal to any hotel on the continent, and in the vicinity of this hotel is an Opera House admitted to be unsurpassed in elegance by any outside of New York. Since that time its progress has been unhindered by any disaster. The city is laid out on a magnificent scale, and it is being built up in a