

is unequalled. All that is needed to develop these wonderful resources of the territory is settlers who will work out the problem with persevering labor. The water is uniformly good, and no lack of it, winter nor summer. Whether taken from the mountain spring as it bubbles from the hillside, drunk from the brook, drawn from the well, dipped from the river, or caught from the eaves, it is always pure, sweet and palatable, and the supply equal to the demand. The timber consists of fir, cedar, spruce, maple, cottonwood, hemlock, and alder, with underbrush of cherry, vine maple, crab apple, etc. The land tributary to the Snohomish and Pile Chuck rivers are marsh and low lands. Such under a perfect system of drainage and dyking are making fine lands. About forty miles of ditches are built, and they are now making a ditch from Lowell to Snohomish City, ten miles in length, with a width of sixteen feet. When completed it will drain 75,000 acres of good land. The county has a population of 2,000 which is now being rapidly augmented by immigration. Snohomish City has a population of 400, and contains four hotels, five large stores, a saw mill, a weekly paper and monthly magazine.

BRITISH COLUMBIA.

[COMMUNICATED.]

Port Moody is the selected western terminus of the Canadian Pacific railroad. What more can we say about it? Let us see. Port Moody—so named for Colonel Moody, of the British Royal Engineers, who was once a celebrity in these parts and who conducted most of the surveys upon the lower Fraser and vicinity, just after British Columbia was declared a crown colony—is the inner, or headmost, harbor of Burrard inlet. It may be observed that the name of this inlet, like those of most of the lands and waters about the Northern Pacific coast having an English sound, was bestowed by Captain Vancouver, in the course of his three memorable voyages to these parts. This inlet was named in honor of General Sir Harry Burrard, who was the predecessor of Sir Arthur Wellesley—afterwards Duke of Wellington—as commander of the British forces in the Peninsular war.

We have spoken of Port Moody as the inner harbor of Burrard inlet. That inlet may be considered one continuous harbor from its mouth to its head, a distance of about fifteen miles. Even English bay, outside of the first narrows and of what we assume to be the inlet proper, is a good roadstead in any ordinary weather. These first narrows are very narrow; and the tide runs through them with great velocity—so much so, that, with either a head wind or a head tide, a sail vessel had better not attempt to pass them. Practically they never do, but are always towed in and out by steam tugs. Once within these narrows, the visitor finds himself upon a magnificent sheet of water—the surroundings of which will look not unfamiliar to any one acquainted with Puget sound. These consist of lofty, wooded foothills, backed by mountains for the most part capped and streaked with snow at all seasons. Upon entering the basin within the first narrows, there appears, immediately upon the right, the little village of Granville. It is prettily situated at the water's edge, and upon the border of what is really the largest tract of nearly level land upon the shores of Burrard inlet. This tract extends

westward to English bay and southward to False Bay creek. It must here be remarked, that, for a long time, Granville was the rival of Port Moody, as the terminal station and depot of the Canadian Pacific. Even yet there are many who stoutly maintain its claims. The objections to it are, that the anchorage for a considerable distance in front is bad, there being a rocky bottom with but a few inches of mud, so that ships moored there drag their anchors upon the slightest provocation. Next, it is maintained that nothing like a sufficient supply of good, wholesome fresh water, sufficient for the wants of a small town, much less a large city, can there be provided except at an enormous expense. By the way, the indentation upon the margin of which Granville is situated, is specially known as Coal bay, owing to the certain indications of coal found in its vicinity. There can be little, if any, doubt in the mind of any geologist that the Nanaimo coal beds, on the western shore of the Gulf of Georgia, opposite the mouth of Burrard inlet, underlie the whole breadth of that gulf, and crop up on the mainland in this vicinity.

Close by Granville, on the same southern shore of the inlet, are the extensive mills of the Hastings Mill Company, surrounded by the lively village of Hastings, composed mainly of the residences of those employed by these mills. Almost directly opposite, on the north side of the inlet—which here attains about its greatest width—is the large milling establishment of the Moodyville Company, surrounded by the thriving and beautifully situated village of Moodyville. It may here be observed that the Moody for whom this place was named, had no connection with the Colonel Moody referred to above. On the contrary, he was, we believe, an American citizen, and the founder of the extensive mills just mentioned. These two milling establishments—those of Hastings and Moodyville—are the largest in the Province, with one possible exception at New Westminster.

About six miles above the first narrows, we enter the second narrows. These are wider than those below, and the tide runs through them with much less velocity. We pass upward and eastward, through another great basin of about five miles in length by an average width of a mile and a half. This is all a harbor deep enough to accommodate the largest ships afloat, and with good holding ground throughout. We then enter the third narrows, which open into Port Moody proper. But before reaching this point, we pass, on the north shore, the outlet of what is called the North Arm. This is a deep, dark fiord extending at nearly right angles to the main inlet, for many miles inland, between snow-capped mountains, with shores so precipitous as to be in great part inaccessible.

Now as to Port Moody proper; this beautiful sheet of water is between three and four miles in length and from a half to three-quarters of a mile in breadth, owing to a slight curve in the general course of the inlet, just at the third narrows. Port Moody, when once you are fairly within it, appears to be entirely land-locked. Indeed, surrounded as it seemingly is by steep, wooded hills, backed, especially on the north, by lofty and picturesque mountains, it seems more like a mountain tarn of large dimensions, than an inlet from the sea. At its extreme head there is an extent of over two thousand acres—so it has been estimated, but the estimate appears to us a large one—of

sand flats, which is covered by the tide, but becomes bare at low water. No doubt, at an early day, this space will all be filled up to a convenient level and built upon. This could be done there at much less expense than such operations usually require; for the hills to be razed for the filling in, commence at the very water's edge. On the southern side of this harbor, the Canadian Pacific begins or ends—as you please. Here a terminal wharf has been erected; and here the town of Port Moody has been laid out in streets, squares and building lots, according to the usual mode in such cases. There can be no doubt whatever as to this being the terminal station of the Canadian Pacific railway. It was selected as such by the Canadian government before the first blow was struck in the construction of that great work; and it is but a few weeks since the Minister of Railways, in his place in the Canadian House of Commons, solemnly declared that government had no intention whatever of changing the locality of the terminus. It may be observed that Port Moody is about five miles from the nearest point on the Fraser river, just on the bounds of the city of New Westminster, and by a road which, it must be admitted, would well bear re-making.

Here, then, by whatever name to be hereafter known, is the embryo city which is to be the permanent terminus of that gigantic work, the Canadian Pacific railroad. It seems a most seemly place for the purpose. No better harbor could be desired. It is one which could berth a fleet of *Great Easterns*, yet one in which a child might be trusted with the management of a boat, being habitually as smooth as glass and never troubled by a squall. The surroundings are picturesque in the extreme; and the immediate shores are, in no case, so steep or rugged as to cause serious difficulty in building operations; whilst, as to the greater part, they are admirably adapted to that purpose. Finally, it is the receptacle of numerous spring-fed streams of delicious water, affording a supply sufficient for any of the largest cities of the Pacific slope.

We cannot say that the rush and excitement about the purchase and sale of lands, in and about Port Moody, amounts as yet, to what is popularly called a "boom"; but already there has been a lively traffic in town lots. When once the railroad, or even the western section of it, extending back to Kamloops, is opened, the stream of population pouring into Port Moody, and the building operations and other business there carried on, will be immense. It cannot be otherwise. Its climate, unsurpassed for agreeability and healthfulness by that of any other spot in the world; its site, combining rare picturesqueness with equally rare conveniences as a town site; its fortune in having been selected as the western terminus of that most gigantic work, the Canadian Pacific railway; all definitely and determinedly point to a great future for Port Moody, and indicate that it must soon become one of the first cities upon the shores of the Pacific. P. S. H.

The Chillicothe valley is a large, well watered area of rolling hills covered with bunch grass, with sufficient swampy ground to make it valuable for grazing purposes. The surrounding mountains are said to contain gold, silver and cinnabar, though but little prospecting has been done. There are in the valley large areas of good farming land, but owing to the fact that it lies on the west side of Fraser, over which there is no bridge.