

gorges, lakes, rivers, snow-capped peaks, suspension bridges, trestles and tunnels, exciting emotions of highest pleasure by their beauty, or by their grandeur arousing the deepest feelings of admiration and awe. No other railroad in the world passes through a region of magnificent scenery for so long a distance at one time. Others have great canyons, beautiful rivers and waterfalls, charming lakes and grand mountains; but none of them can present such a continuous panorama of nature's handiwork, for a distance of six hundred miles, as lies along the route of the Canadian Pacific in British Columbia.

From Vancouver, the road runs along the south bank of Burrard inlet, to Port Moody, until recently the operating terminus, and thence it strikes southeastward until it reaches the north bank of Fraser river, some miles above New Westminster. From this point the scenery is beautiful, and calls for constant admiration; but beauty gives way to grandeur, and the admiration to awe, when the train enters the great Fraser river canyon, above Yale, extending for nearly sixty miles to Lytton. The river has cleft a passage through the mountains and flows as an impetuous torrent, thousands of feet below their summits. Mountain spurs of granite rock, with perpendicular faces hundreds of feet in height, project into the stream at short intervals along the canyon, while numerous gorges run transversely. The railroad follows the western bank for a long distance, high up on the canyon's side, being carried across gorges on trestles and bridges, and passing rocky barriers by means of tunnels, or running around the face of the precipice on a bed blasted from the solid rock. Seven thousand men were engaged three years in building this sixty miles of road. The roar of enormous discharges of giant powder reverberated continually among the moun-

tains, and millions of tons of rock were rolled, with the noise of an avalanche, down the precipice into the rushing waters of the Fraser. In some places, the workmen were suspended by ropes from the tops of precipices, to blast a foothold in their perpendicular sides hundreds of feet below, preparatory to carving a road bed out of the face of the solid rock. Supplies were packed in on the backs of horses and mules, over trails where the Indians had been accustomed to use ladders, and immense quantities of building material were brought, at great expense, to the opposite side of the river, and were transported across the swift stream in Indian canoes. Some portions of this work cost \$300,000.00 per mile.

A characteristic scene of the route through Fraser river canyon, is that on page 454. About midway of the canyon, the road crosses to the right bank of the river, on an iron cantilever bridge, which is five hundred and twenty feet long, and cost \$280,000.00. As the river was approachable from one side only, owing to the precipitous nature of its banks, one-half the material was sent across on a steel cable. Yet, notwithstanding this difficulty, the entire structure was completed in seventy-three days.

The view from the bridge is awe-inspiring. The train seems to be suspended in air, far above the turgid waters, while above and below, rise the great, rocky walls of the canyon. The railroad and the great wagon road from Yale to the Cariboo mines, are now on the same side of the river, the latter having crossed the stream fifteen miles above Yale on a suspension bridge. This road is four hundred miles long, and was built by the provincial government, in 1862, at an expense of \$2,500,000.00.

After leaving the Fraser river canyon, the road turns eastward, up the canyon of Thompson river, second only to that