

Written for this Paper.

## JENSON'S TRAVELS.

## LETTER NO. III.

Wednesday May 15th at 9 o'clock a. m., I left Seattle as a passenger on a Seattle, Lake Shore and Eastern railway train. We followed the shore of Elliot Bay in a northerly direction, the track being built on piles driven in the water some distance from the shore. In passing out we enjoy a fine view of that part of Seattle which is situated on the hillside on our right; and looking across the bay westward the appearance of the snow-capped Olympian Mountains pleases the eye very much. The bay also is dotted with numerous vessels of different kinds and sizes. Soon we pass up Smith's Cove, then skirt Salmon Bay on our left, Lake Union on our right, cross the State University grounds, where extensive buildings are in course of construction, and finally find ourselves traveling along the shores of beautiful Lake Washington for several miles. At Woodenville, twenty-four miles from Seattle, a branch railway takes off in a southeasterly direction (thirty-one miles) to the Snogualmie Falls, which rank as one of nature's greatest wonders in the state of Washington. At this point the Snogualmie river leaps over a precipice 288 feet high. Thousands of tourists visit these falls every year. Continuing the journey we arrive at the thriving little city Snohomish, finely situated on the Snohomish river; this is the largest town between Seattle and Sumas. After passing Arlington, another growing city, we cross the Steilaguamish river; next we pass the village of McMurray, romantically situated on the bank of a beautiful lake in the woods, and then skirt the banks of several other lakes, all situated in the dense forests, the timber growing from the very edge of the water to the summits of the surrounding hills. Finally we cross the Skagit river, and just beyond Acme the two main forks of the Rapperoyle river. On the south fork of this stream a Polish settlement has just been commenced. One two-story frame building has already been completed on a clearing made in the timbers for that purpose, and sixty Polish families are expected in a few days. They will commence active operations at once. It seems to me that they have a life work before them in clearing off the dense forest where they expect to make their farms; and I firmly believe that a farm in Utah is easier made by irrigation than one in Washington by clearing timbers.

As we proceeded up a narrow valley in the foot hills of the Cascade range, we found our train enveloped in dense smoke, to keep out which it became necessary to close the car windows, though the day was sultry and warm. We soon discovered the fact that a forest fire was raging in front of us; but we passed through it in safety. One of the passengers now informed me that a few months ago the train was delayed for five hours, not far from the same point and that the fires on that occasion so completely surrounded the cars that the train men could neither pull ahead nor back up, until they had cleared the track of the fallen timber, and that while doing the latter, the heat was so intense that the men nearly perished with suffocation. As we neared Sumas, the snow-capped peak of Mt. Baker came in view.

This is a mountain very similar in shape to Mt. Ranier and the other peaks that I have mentioned before, and is 10,814 feet above sea level. The Twin Sisters, two other lofty mountain peaks of the Cascade range, which from the distance appear exactly alike, is another landmark of great interest to tourists. They are seen to good advantage from the little railway station called Deming. At three o'clock p. m. we rolled into the growing town of Sumas, situated on the boundary line between the United States and Canada. A few minutes later we crossed the line into Her Majesty's domains; and at Huntington junction we changed cars once more, this time boarding a Canadian Pacific railway train, and at 3:30 we were again on wheels, and traveling almost due north. A ten miles ride brought us to the great Fraser river which we crossed on a substantial bridge, and we next found ourselves at a station called Mission on the main line of the Canadian Pacific railway. Our train having made connections with the east going ditto, we passed on traveling westward along the right bank of Fraser river; after a while we crossed Pitt river, and then passed Port Moody, at the head of Burrard Inlet. This place was for a short time the terminus of the Canadian Pacific railway; but the water being too shallow for large vessels the port was moved farther down the inlet. From here to Vancouver the railway follows the south shore of the inlet, where the outlook to the north is truly delightful; snow-tipped mountains, beautiful in form and color, rise opposite and are vividly reflected in the mirror-like waters of the deep-set inlet. We arrived at Vancouver at 6 o'clock p. m.

This ended my railway journey in the land of America for this time. In order to reach this northern seaport town, I have traveled 1266 miles by rail from Salt Lake City, as follows:

By Union Pacific railway from Salt Lake City to Huntington.....	498
By Oregon railway and Navigation Company line from Huntington to Portland.....	404
By Northern Pacific railway from Portland to Seattle.....	184
By Seattle Lake Shore and Eastern railway from Seattle to Sumas, or Huntington Junction, on the national boundary line.....	125
By Canadian Pacific railway from Boundary line to Vancouver.....	55
Total.....	1,266

After putting up at the Waverley hotel, I hastened to the wharf to look at the steamer Miowera which is destined to carry me off to strange lands. I soon learned that the ship had met with an accident on her last voyage, in the breaking of a part of her machinery; and that in consequence of this she would not sail until Monday the 20th inst.

Thursday May 16th. After visiting the Canadian Pacific railway offices and examining the state room assigned me on board the Miowera, I proceeded to post myself in regard to British Columbia, Vancouver, the Canadian Pacific railway, etc., and I also took a walk through Stanley Park lying adjacent to the city of Vancouver.

The city of Vancouver is situated at the western end of Burrard Inlet, a deep landlocked arm of the sea, eleven miles in length with an average width of about two miles, constituting the inlet named, a magnificent harbor and enabling it to rank with the great harbors of commerce. The site of Vancouver

is remarkable for its beauty, its easy gradients and facilities for drainage. The main portion of the ground on which the city stands is peninsula in character, False Creek, a tidal arm of English Bay, paralleling Burrard Inlet near the eastern boundary of the city. The western knob of this peninsula is a military reserve, about one thousand acres in extent, and comprising the so-called Stanley Park. This reserve has been leased to the city for park purposes at a nominal rental. With the exception of a beautiful drive way around it, costing about \$35,000, and paved for several miles with clam shells, and a number of bridle paths and shady bowers, this park is still in a state of nature, affording as it does one of the best living illustrations of the genuine, primeval British Columbia forest to be found in the province. Vancouver has both gas and electric lights. It possesses  $7\frac{1}{2}$  miles of electric street railways, water-works, 70 miles of streets opened, 11 miles of graveled streets, 6 miles of macadam, 65 miles of sidewalk, 25 miles of sewers, etc. Capilano river on the opposite side of the inlet, with a dam six miles up the valley, is the source of water supply for the city; the water is piped across the inlet. A tramway connects Vancouver with New Westminster, a young city of 9000 inhabitants situated on the Fraser river, 12 miles southeast of Vancouver.

Until 1886 the site of Vancouver was covered with a dense forest. From May to July of that year its growth was most rapid; but in July a fire spreading from the surrounding forest swept away every house but one in the place, and with this one exception, every building now seen in the city has been built since that time. The present population is about 20,000. Vancouver is the western terminus of the Canadian Pacific railway, and the most important seaport town on the Pacific coast north of San Francisco. Ocean steamers leave at regular intervals for Japan, China, Sandwich Islands, the Fiji Islands, New Zealand, Australia, Alaska, etc. Locally, and coastwise, Vancouver has direct and regular communication by steamship with Victoria, Nanaimo, Portland, San Francisco, and all up and down the coast. Vancouver, or Burrard Inlet, is a concentrating point for the lumber interests of the British Columbia coast. The saw mills around its shores in 1893 had a capacity of about 700,000 dally or 210,000,000 feet per annum.

While the beautiful location of Vancouver can not fail to please the traveler, I certainly do not admire its city plot, or general survey. The streets, though perhaps more regular than those of Seattle, Portland and some other western towns, run in all directions, without any reference to the cardinal points of the compass, and the blocks and lots are too small. On the other hand the city spreads over so much ground leaving so many vacant lands between the occupied portions, that the expense of making roads, extending water mains, etc., etc., to the different fragments of the city and its suburbs has become almost an oppressive tax already. If every founder of a city would visit the capital of Utah before making his final surveys, he would gain some object lessons that would enable him to lay off his town-site with more taste and consistency. Nor is the peculiar shape of the sites, water fronts or slopes of such cities as