

government, Queenborough, In addition, we had the company of Mr. Pearkes, Crown Solicitor, and several other members of the legal profession, on their way to attend the assizes to be held at Langley next week. The urbanity of His Excellency, and the general religious tone maintained by him in conversation, furnished a very refreshing contrast to the profanity with which the ear was almost incessantly assailed while mingling with the company on deck. A few words of remonstrance kindly spoken from time to time, however, seemed to put a temporary check upon the stream of blasphemy which many of these adventurers seemed to regard as essential to the construction of a sentence.

The morning was exceedingly fine, and promised a speedy and pleasant voyage. But about 11 o'clock the wind arose, causing a short troublesome swell, which caused the loss of many a breakfast, and an indisposition to further gustatory gratification. The weather becoming hazy, the steamer was run into a sheltered nook among the Islands, and brought to anchor about 3 P. M., it being deemed dangerous to attempt to wind her way among the sand-banks at the mouth of Fraser River except in clear weather. I went ashore in a boat with His Excellency, and a few other gentlemen, and spent an hour or two in exploration. The island abounded in a large species of Spruce, here designated Pine, and with Cedar very similar to that of Western Canada. I was surprized to find the latter growing as thickly, and of as large dimensions, upon the mountain elevations, as in the swamps and ravines. The coast exhibited a surface stratum of trap-rock and conglomerate, underlaid by freestone admirably adapted for building purposes. Saw no birds or animals. An Indian canoe came in with a few fish, chiefly a species of rock-cod.

THURSDAY, MARCH 3rd.—In the morning found the steamer under weigh. Anchored off Fraser River about noon. At 3 P. M., weighed again, and proceeded up the River. For some miles the country is low, consisting apparently of sand bars, filled up with the deposit of the River. It must be fre-

quently flooded, and is quite unfit for cultivation. Advancing up the River, the banks become more elevated. The general aspect of the country, and the kinds of timber with which it is overgrown, strike the mind unfavourably as to its adaptation to agricultural purposes. Yet exploration may find tracts of land capable of cultivation. I have not met with any person who has been in the interior, the entire travelling being on the River, and the all-absorbing anxiety of travellers being to arrive as early as practicable at the gold fields. Analogical reasoning suggests the strong probability that the great Creator has not left so immense a region, in a climate so mild and healthy, without the necessary arrangements for sustaining a population.

About 17 miles up the river, lies the site of the proposed capital of British Columbia, to be called Queenborough. It is situated on the north bank, and has been selected with reference to its advantageous position for military defence, as also its alleged facilities for forming a great commercial depot. The eastern portion of it presents a somewhat bold shore, said to be closely approachable by vessels of heavy draft; and the entire frontage of upwards of two miles is reported to be available for shipping purposes by the construction of wharves of moderate length. Colonel Moody kindly indicated to me an outline of his plan for laying out the town, which included its division into what may be designated the commercial, the trading, and the residence portions. The whole, it is stated, can be readily supplied with excellent water, to be brought from an elevated mountain stream in the rear of the town plot. In many respects the site seems to be well chosen, but viewed from the steamer the ascent from the river appears to be so precipitous as to present considerable difficulty in the formation and grading of the streets. Actual survey, however, has probably dissipated any fears entertained on that point, at first view. Some small clearings have been made, and some few buildings are in course of erection by the Royal Engineer Department for public purposes. At 8 P. M., we reached Langley; the passengers gene-