n exhibit the

d by me, but I for this poror making one cerly direction rly due south anding to the to the Little e river is conont.

er and Arrow total distance hundred and and a half is the character ay state that utility than I t upon it and nt as long ago nadian Pacific supplies were isly navigated and Sproat's ely. Neither wer, yet little of the river. re stern-wheel navigation of

navigation of toke and the stronomical deterployed in the con-

oint. My observa-

above Mr. Sproat's rvations :—

" east of observa-

This is, I believe, the second year during which the 'Dispatch' has been on the route, and her captain, Mr. Robert Sanderson, is very familiar with the lakes and adjacent country. In travelling from Revelstoke to the Landing I employed an ordinary row-boat, this being more suitable for the purposes of examination and survey; but on returning took passage on the steamer, and obtained a number of useful notes from Mr. Sanderson.

The river from Revelstoke to the head of the upper lake is generally Character of run down by the 'Tispatch' in two hours and a half. Several places on this length of river are generally found pretty shoal in the first trips made in early spring, when the water is lowest; and there are also a number of places where the removal of snags and 'sweepers' would be an advantage, particularly at low water, when it is necessary to follow the deepest channel throughout. The shoal already referred to as existing at the mouth of this part of the river, is sometimes troublesome after a sudden fall in the level of the water. At such times Mr. Sanderson has occasionally found no channel deeper than twenty-two inches across it, but in the course of a few days a channel always scours out to a depth of about five feet. The river connecting the two lakes affords a channel of not less than three feet throughout, even at the lowest observed stages of water, but there are several bars across which at such stages it is necessary to select a course with care. In the river between the lower lake and the Landing there is always an ample depth of water, and though some bouldery reefs appear at low stages, there is sufficient room to pass these in the channel. Itwould thus appear that a steamer for this route should be a sternwheeler with good power, built to draw not more than four feet, and not loaded down over three feet when the water is low.

No statistics are available respecting the total annual precepitation Rainfall. of rain and snow at Revelstoke, but the appearance and character of the forest and vegetation generally, indicates that it is very considerable. In travelling southward by the river and lakes evidence of the same kind proves a constantly decreasing rainfall and humidity of the atmosphere, and the climate of the southern end of the lower lake with that of Sproat's Landing and its vicinity, may be characterized as rather dry.

The trees forming the forest near Revelstoke have already been Treesnoted (p. 9 B). The Douglas fir (Pseudotsuga Douglasii) was first observed near the shore about the head of the Upper Arrow Lake, but may occur on the slopes of the mountains near Revelstoke. The western larch (Larix occidentalis) was first seen about midway down the upper lake, and thereafter was noted as generally abundant. Juniper (Juniperus Virginiana), assuming an arboreal form, is found on