

I left Fort Hope on the 29th, and reached Fort Yale on the same evening.

The part of the Fraser River between Forts Hope and Yale is so well known that I need not speak of it, except perhaps to say that several rocks must be removed before it can be made reasonably safe for steam navigation.

We left Yale on the 2nd of May, and followed the river trail to Lytton, which we reached on the 7th.

The distance by trail from Yale to Lytton is about 60 miles, and the ground over which the trail passes is the roughest on which I have ever travelled, the greater part of it being over sharp pointed rocks or granite boulders. Some of the ascents in the Great Cañon, which is 6 miles long, are from 30° to 60°, and nearly perpendicular over the water. The current in the narrowest parts I estimated at 15 or 16 knots an hour. During the whole summer this part of the river is impassable for boats going up; and though some few people have come down it in safety, a great many have perished in the attempt.

There is hardly any land fit for cultivation between Lytton and Yale. There is a small flat at Spuzzum and several above Boston Bar, but they only average 200 or 300 yards long by 50 or 60 wide, and are almost all thickly timbered and covered with granite boulders. The largest one is about 9 miles below Lytton and is fenced in. It is about 1000 yards long by 400 yards wide, well covered with grass, but very sandy soil.

From Yale to Boston Bar the vegetation is limited to pine-trees and a few alders, wild onions and vetches growing among the rocks. Above Boston Bar it improves, and on the flats before-mentioned there are currants, cherries, gooseberries, and Oregon grasses in considerable quantities, and willows and maple in addition to the pine and alder.

About 2 miles above Boston Bar we found a bed of fine clay-slate running in an easterly direction, dip ranging from 5° to 40°, strike about 25°, and about 3 miles farther on we came to a bed of limestone, the only one we saw between Yale and Lytton. The surface was very small. With the exception of these two beds and a very small surface of clay-slate close to Spuzzum, we saw nothing but granite both in the mountains and in boulders of every shape and size, some at Wellington Bar being 10 or 15 tons weight.

There is a bridge at Spuzzum and another at Boston Bar. The former it is not necessary to cross travelling on foot, but the latter must be crossed to get to Lytton.

There are several "Restaurants" along the road (every place where anything can be got to eat is called a restaurant in this country), where tea, coffee, bread, bacon, and beans can be got, as well as a plank to sleep on; and these places are at such distances apart that no man possessed of any money need sleep out.

At Chapman and Boston Bars there are large stores belonging to the expressmen Messrs. Wells, Fargo, and Co., and Ballou.

The mule-trail leaves the river at Yale and meets it at Spuzzum, crosses it there, and again leaves it until reaching Lytton. It was blocked up by snow when I went up.

Lytton is at the forks of the Thompson and Fraser rivers on the south bank of the former and east of the latter, and is composed of eight or ten stores and a Government House. The site of the town is nearly 300 feet above the river on the upper of two benches, the lower of which is about 200 feet above the water. The bank on the opposite side of the Fraser is in three benches, the highest being about 600 feet, and the river is 576 feet wide at this season. The opposite bank of the Thompson is about the same height as Lytton. The Thompson River is about 150 yards wide at its mouth, and there is a horse-ferry across it for trains going to the Fountain, &c., &c. It is always blowing hard from north or south, the latter wind prevailing in summer, and the clouds of dust which continually sweep across the flat make it anything but a desirable spot for a residence.