

cult of entrance for large vessels, on account of its tortuous channel, and the numerous banks and shoals at its mouth, which change continually. It is navigable for vessels of considerable draught for thirty-two miles from its mouth, and flat-bottomed steamers have reached sixty miles farther; but the lower portion only can be considered adapted for navigation, the upper portion being broken by falls and rapids.

The *forests* are of vast extent, and sufficient to supply the whole world with valuable timber for ages to come. To the spectator, indeed, the whole territory appears to be one mass of wood; and as Commander Mayne writes, page 50 of his book, 'some idea may be formed of it if I state that I have travelled for days in this country, where we scarcely advanced at the rate of one mile an hour.' At times these forests are set on fire by some straggling miner or packer; and those who have not witnessed such a conflagration can scarcely conceive an idea of the fury with which it rages in the dry summer season, when the underwood, fallen branches, bark, and withered leaves are all so inflammable, the rarefied air all the while howling through the trees like a hurricane.

The *coast* is bold and rocky, exhibiting continuous chains of mountains broken only by the Fraser, and numerous and deep inlets, which drain the region stretching eastward from the coast range to the Rocky Mountains. No harbour exists north of the 49th parallel, with the exception of Berrard's Inlet, which lies about twelve miles up the coast from the mouth of the Fraser. This inlet is difficult of access, but is well sheltered from the open sea, so as to afford ample safety for vessels.

*Warm springs* are found in British Columbia, one of