

The plain consists of a deep sedimentary soil, watered by numerous lakes and small streams, and varied by occasional elevations formed of sandstone, belonging probably to the lower series of the chalk formation, and apparently owing their upheaval to plutonic action, which has hardened or calcined the rock. They form here and there conical elevations varying from 500 to 800 feet in height. Such, for instance, are Mount Palmer to the north of Benchee Lake, and several others that figure on my map. These elevations, and the low spurs or ranges of hills that accompany them, necessitate but few deviations from the straight line, and the plain in general offers every facility for the establishment of a railroad. Towards the mouth of the Quesnelle there is a gradual descent for some miles, but unattended by any difficulty; and at the terminus on the bank of the Fraser there exists a rich plateau of cultivable soil.

AGRICULTURAL RESOURCES ON THE LINE.

The valley above described is in general heavily timbered, but studded, as aforesaid, with rich bottoms, capable of producing any kind of crops, and offering open spots for small farms. The plain itself (the only one in British Columbia of any extent) has been admired by all who have seen it, on account of its vast pasturages and park-like scenery. Its width, where it is crossed by the Bute Inlet trail, is about 120 miles. It begins in the neighbourhood of Lake Kamloops, is bounded further North by the S.W. end of the Great Quesnelle Lake, and crosses the Fraser, increasing all the while in width, as it stretches in a N.N.W. direction, for more than 300 miles, from the Fraser to the Skeena; beyond which river it has not been much explored. It contains millions of acres of good ground, and some of the best along the proposed route, where large tracts of land are sure to be taken up as soon as the first communications are established. Some objections have been raised as to its elevation, which averages 2,500 feet above the sea in the southern part, though gradually lowering towards the Skeena, where the climate, in consequence, becomes considerably milder. But this makes it none the less valuable for grazing purposes, which will be by far the most profitable branch of farming in the country, when there are means of conveyance. At present, the cattle consumed in Cariboo are driven overland some 500 or 600 miles from Washington Territory.

Cereals can also be cultivated with success, as is fully proved by the following list, showing some of the crops which were raised last season on the Fraser route, together with the corresponding latitudes and altitudes:

	Lat. N.	Altitude	
		Feet.	
Deep Creek . . .	52:17	2255	100 acres of oats
William's Lake . . .	52:12	2135	200 acres of oats, barley and wheat
Cut off Valley . . .	51:10	2973	200 acres of oats, barley, potatoes, and a little wheat
Mr. Cornwall. . . .	51:00	1508	70 acres of oats, barley, and 300 bushels wheat

At Benchee Lake, on the Chilcoaten plain, in the same latitude as William's Lake, and rather more elevated, but 2° more to the west, and therefore very probably identical in climate, I saw in the autumn of 1863 a small crop of oats, barley and turnips, which Mr. Manning had raised on trial, and which had perfectly succeeded; whilst some potatoes, which had been planted in an exposed situation to the south, had been