

am  
 g'n. Rise  
 len. Feet.  
 139 2100  
  
 250  
 952  
  
 394  
 29 88  
  
 300  
 3132  
 Fall.  
 50  
 300  
 10  
 900  
 90  
 2120 1350

Sections.

Over

- N.B.—Rich gold prospects are said to have been found about 35 miles below this rapid.
- 22 From the Rapide des Farrneaux down the Fraser and past the Long Rapid to Fort George. The Long Rapid may be about 70 miles below the Rapide des Fourneaux. Some of the boulders, it is said, might require blasting when the waters are at the lowest, in order to clear the channel
- N.B.—The portion of the Fraser, between Bear River and Fort George, waters a rich, open country, fully 80 miles in length, and extending many miles back on each side of the river; with a climate milder than that of Canada, and capable of raising wheat or any other kind of crops. The river itself is not less than 6 feet deep in the shallowest parts and 500 feet wide where narrowest, and the current is slow, more like a lake than a river.
- From Fort George, past the Isle des Pierres or Stone Rapid and the Grand Rapid, to the Mouth of Quesnelle River, 1490 feet above the sea
- The Isle des Pierres Rapid is about 20 miles below Fort George, and only awkward when the waters are very high. The Grand Rapid is 19 miles above the Mouth of Quesnelle, and much more rapid, but straight, and it is believed, on good authority, can be surmounted by a steamer of tolerable power
- 23 From Quesnellemouth, a small rising town, SW across the fine Chilcooten plain, by Obisicut, Benchee and Tailla Lakes, to the watershed and gap at the entrance of the Cascade Mountains, on the Bute Inlet route [2347 feet above the sea]
- Thence through the Cascade range, by a level valley to Waddington Harbor, at the Head of Bute Inlet
- N.B.—The particulars of this last Section, with the reasons for adopting this line to the Coast in preference to any other will be given further on.

	Stage Road.	Steam Nav.	Fall.
Miles.	Miles.	Miles.	Feet.
	426	2120	1350
187			635
93			285
280		280	2270
137½			Rise 857
84½			Fall 2347
222	222		
	648	2400	

The foregoing figures represent the distances, with all the tortuosities of the route