

but as Lieut. S. Palmer, an officer of the Royal Engineers, is examining it more fully than I did, with a view to making alterations in the route, it is needless for me to make any remarks on this subject. The cedars on the side of the hill above Port Douglas are the finest I have seen in the country. I was told by a Frenchman that he had found gold-bearing quartz about 10 miles above Port Douglas.

Port Douglas is situated on a flat at the head of a small lake about a mile long, which is called Little Harrison Lake. In summer the water rises some distance over this flat; I am unable, however, to say how far, as the water was not at its highest when I was there; but even then some of the houses had two or three feet of water under or in them, according as they were built on piles or not.

Between the Little and the Great Harrison lakes there is a narrow passage nearly half-a-mile long. In summer there is sufficient water in it for the flat-bottomed steamers to go through, but in winter there are only four or five inches, and it is generally frozen over.

The Great Harrison is the largest of the chain of lakes. It is about 30 miles long and in some places 5 or 6 miles wide, in appearance much similar to the others. There are two large valleys on the E. side, one running E.S.E., and the other N.E. The latter is said to extend nearly to Lytton.

There is a stream running down it which I think takes its rise in the Cayoush Lake. At the entrance to the Great Harrison Lake there is a flat, which, like the small passage at its head, dries or nearly dries in winter, thereby blocking out steamers for at least seven months in the year; so that during the winter all goods have to be landed at the entrance of Harrison River, and taken up the lake in boats. This difficulty may be overcome, either by making a canal for the river steamers to pass through, or by making a road from the entrance of Harrison River to the south end of the Great Harrison Lake, and keeping a steamer inside the lake to carry the freight to Port Douglas; or it may be found better to cut a road from the Fraser River through the valley of the south end of the Great Harrison Lake, avoiding Harrison River and the flat altogether. One of these three things must be done if the Harrison Lilloet is to be the high road to British Columbia. It is thought that the opening of a road from Fort Hope to Boston Bar will cause the valley of the Fraser to be used for transporting goods into the interior; but I think this a mistake, except of course as far as the mining bars between Yale and Lytton are concerned. In the first place Lytton is not in so central a position with regard to the mining-regions as Cayoush, Fountain, or Pavillon. And the trail from Fountain to Lytton is much better from Boston Bar to that place.

Gold has now been found in large quantities at Alexandria, and from Pavillon there is a trail through a valley parallel to the Fraser, along which a waggon might be driven nearly the whole way.

There is gold in almost all the tributaries of the Thompson River also, and the road from Kamloop to Fountain or Pavillon is much better than between Lytton and Kamloop.

The country about Chilcoaten is, I am told, very good. A Canadian residing at Pavillon informed me he had travelled from Fort Chilcoaten to the lakes on Bridge River, through a valley parallel to the Fraser, and he knows an Indian who has been from thence to Port Douglas by a route leading down the valley east of the Lilloet; and both of these routes he describes as being over good land, and such as a road might be made on without great difficulty.

Between Fort Chilcoaten and the sea there is a chain of mountains through which there are two known passes, one by the West Road River, up which Sir A. McKenzie went, and the other at the head of Chilcoaten River, which