

owners of way-side houses are generally enlarging their premises, and it is to be hoped, improving both their accommodation and their circumstances.

A new Steamer is partially built on Lake Lillooet, which it is thought will have power enough to stem the rapids just below the Lake, and take the freight direct from the Douglas Road to Pemberton, so soon as the dam near the outlet of the Lake shall be completed.

At Pemberton the landing is, and will be bad, until the waggon road be carried further down the Lake.

From Pemberton to Lake Anderson, the Waggon Road not having the advantage of such lasting material as the Douglas Road, is yielding to the very heavy traffic to which it is subjected, and in many cases requires early attention. There are more houses along it than last year. The mile of tramway between Lakes Anderson and Seton is in good order and is being plated with iron, but the Steamer on Lake Seton is quite inadequate to carry the traffic, and indeed scarcely safe for the Lake navigation; timber however is being cut for a new vessel.

The road from Seton to Lillooet, on which there is now a passenger stage, being alongside a rapid winding torrent will require attention during freshets.

The time occupied in travelling from Douglas to Lillooet by stages and steamers is three days; it should be only two, and it would be well for those interested in this route to the upper country, to take measures for the stages and steamers to run in concert, so as to effect this diminution of time.

Lillooet is rapidly improving both in the number and appearance of the houses.

I have already reported on the new waggon road commencing opposite Lillooet on the East bank of the Fraser and proceeding towards Alexandria. The land is not inviting along it for the first 20 miles, except at the Fountain Flat, 8 miles from Lillooet, where with irrigation a large and very good vegetable garden has been established in the sandy soil, and a field of barley had been cut by the 8th of September. The altitude of Fountain is about 1291 feet above the level of the sea. The road crosses Pavillon Creek by a bridge at 22 miles from Lillooet: a little further up the creek, with a soil derived from the disintegration of granite, metamorphic rocks, and crystalline limestone, which all meet near this spot, is a farm held by Captain Martley, where vegetables are in abundance, millet is of very fine growth, self sown grains of wheat have produced large ears, and barley was being thrashed on the 9th September: there is good grass also for cattle, producing milk and butter of excellent quality. This farm is situated in a valley at the base of Pavillon Mountain in latitude 50° 54 North: with such fertility one would perhaps hardly expect to find that its altitude above the sea was about 2500 feet, as shewn both by an Aneroid Barometer and boiling point Thermometer read upon the spot, and compared with a simultaneous observation of the standard Barometer at the Royal Engineer Observatory at New Westminster, which is 54 feet above the level of the sea. The temperature of the air in the shade at Captain Martley's, at 9.30 A.M. on the 9th August, was 59°, and 64° at noon.