

From Garry Point, the north headland of the mouth of Fraser River, to Fort Langley, it is thirty miles. Here the river averages half-a-mile in width, and is navigable for a ship of the line even for fifty miles. The main difficulty in passing the channel, is from some sand-heads, which lie about its mouth, to the mainland, a distance of about seven miles. The Hudson's Bay Company's steamer 'Beaver' has made an annual voyage from Victoria to Fort Langley for the last twenty years, and recently the 'Otter' has visited that station quarterly. Fort Langley will always be the head of navigation for vessels of any size. From Fort Langley to Fort Hope the distance is sixty miles. This part of the river is navigated by steam-boats of light draught. Rapids are frequent, but the water is deep. One rapid about twenty miles below Fort Hope, is especially difficult of passage. On either side are mountains and hills, some so high that the tops are covered with snow, and many of them as rugged as the Adirondack. Timber abounds in the greatest profusion. The spurs of the mountains touch the river, and green intervals are between. The boats cut for fire-wood the large trees of pitch-pine which skirt the shore. Fort Hope, ninety miles from the mouth of Fraser River, is as high up as steam-boats go, though it may be navigable a few miles farther. About ten miles above Fort Hope is a place called Boulder Point, opposite which is one of the worst rapids in the river. Canoes make their way up with difficulty. Fort Yale is fourteen miles above Fort Hope, and between the two, it is hardly possible to propel a canoe up-stream without the assistance of a line from shore. Two miles above Fort Yale is the Devil's Gap, the beginning of a long cañon. The walls are more than two hundred feet in height, and the water rushes through its narrow and broken passage with terrific force. The pass around it, called Douglass Portage, is ten miles long. The water is said to rise in the Cañon at times from forty to fifty feet. At very low stages, the Hudson's Bay Company get their goods through to Fort Thompson, though not without the greatest difficulty, by frequent portages, and by hauling the boat from the shore. From Fort Yale to the mouth of Thompson's River the distance is one hundred and ten miles; to Big Fall is seventy-five miles farther. Beyond Big Fall, small canoes only can be used. The principal mining-ground is between Fort Yale and Big Fall, though it is continually extending with the exploration of the tributary rivers.\*

Not to weary the reader with details, we may add, that the difficulties of the river-route are in a great degree shared by all the

\* From San-Francisco to Portland, O. T., the fare by steamer has been fifteen to twenty-five dollars; from Portland to the Dalles by steamboat, twelve dollars. At the Dalles horses can be obtained for from thirty to sixty dollars, from which point to the mines the cost of travel is about the same as land-travel any where else in the western territories. From San-Francisco to Victoria, the fare by steamer is from thirty to forty dollars; from Victoria to Fort Hope, by the 'Surprise' or 'Sea-Bird' steam-boat, the fare is from twenty to twenty-five dollars. Many miners have built their own canoes at Victoria. Beyond this point the expense of travel can not easily be calculated. By any route it is clear, however, that not less than from two hundred to two hundred and fifty dollars cash will pay the way for one person from San-Francisco to the mines.