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ROYAL ENGINEER CAMP,
NEW WESTMINSTER, BRITISH COLUMBIA.
16th September, 1862.

Sir,

In obedience to your instructions I have the honor to offer a few general observations on circumstances that I noticed while proceeding from New Westminster to Lake La Hache.

From New Westminster to the mouth of the Harrison there is a slight increase in the number of habitations on the banks of Fraser River since last year, particularly on the north side; these coupled with the gaps in the forest caused by the cutting of cord wood for the use of the steamers, and which expose in several places soil of a promising appearance, indicate a slowly but steadily progressive occupation. The river has altered its channel perhaps a little more than usual this year below the mouth of the Harrison; the banks remain the same but portions of the low islands near the Chilukweyuk are removed, and shoal places altered in position.

The top of the incomplete dam in Harrison River being covered, I could not see from the steamer its state of preservation: no part of it however appears to have been injured, but the beacons erected on it should be refixed before the next freshets. The shoal at the mouth of Harrison Lake has considerably increased, the channel now being driven close into the eastern shore. This cumulative obstacle, which is a natural formation, not arising from the dam, does not promise to become a serious one, being easily removed by means of a dredge, which, with the increasing traffic, will soon be found an indispensable adjunct to the navigation from the mouth of the Chilukweyuk River to the towns of Douglas and Hope. The tortuous junction of the head of Harrison Lake with Douglas Lake would be greatly improved by the application of this machine, indeed all appearances tend to prove Captain Grant's observations, that a dam alone without dredging would not permanently remedy the obstacles to navigation on the Douglas route.

The town of Douglas is increasing, but the stumps are still in the streets. A want of water in the Mill Race has caused the supply of lumber to fall short of the demand, and has delayed the erection of several buildings.

As you are aware, the Douglas Road, constructed by the Royal Engineers, is in good travelling order, and made of lasting material: the widening of the termini will be a great improvement. Settlement does not appear to increase along this road, probably from the rocky line of country through which it passes, but the

To
COLONEL R. C. MOODY, R. E.,
Commanding,
&c., &c., &c. }

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