structed in 1860 by the people of Hope, unaided by the Government, but has fallen into disuse since the construction of the wagon road above Yale, and is now for only about seven or eight miles passable for horses. About one mile from Hope I crossed the Coquhalla river, which here was formerly bridged; the bridge, however, was carried off by a very high flood several years ago. Some distance (about two miles) above this point, where the river forms a cañon, a bridge could be constructed which would never be endangered by high water, but it would require two miles of trail along a steep, rocky mountain side to connect it with the Boston Bar trail. About six miles above Hope the Valley of the Coquhalla, which bears nearly due East from its mouth to this point, takes a sudden turn to the North, which course, bearing very slightly to the East, it retains more or less to the summit of the mountain. The old Boston Bar trail, which I followed for eighteen miles, could be repaired at reasonable cost. Some of the grades are steep: these require to be improved and widened, and it would also be necessary to change the trail, where it runs over low flats subject to inundation, to the mountain side, which here offers no great difficulties. Probably less than one hundred dollars per mile would be sufficient to make these eighteen miles a good passable trail. There will be, besides the Coquhalla River, five or six smaller streams to be bridged. Timber of the best quality, especially cedar, is to be found in abundance in the vicinity of these streams.

"At a point eighteen miles from Hope, I left the Boston Bar trail, which here runs in a Westerly direction, and crosses the ridge to Anderson River, terminating at Boston Bar.

"Having followed a low flat near the river for about one mile, I here ascended a high gravelly bench, to avoid some rocky bluffs near the river, but descended again to the level of the river after half a mile, to cross a large tributary coming from the West. The bench extends for about one mile further on the other side of this stream and up the Coquhalla. The tributary mentioned cuts a deep ravine with steep sides through this bench, and is somewhat difficult to traverse, especially its Northern bank, which is both steep and rocky. The Coquhalla forms here a cañon with many steep, rocky bluffs, and the trail will have to be laid well up on the mountain side, where there are no level benches. After passing the high bench mentioned, we have one mile of steep, rocky mountain side. There are here many rocky bluffs, and some rocky slides, but I think a careful location of a trail could avoid these, and there appears to be sufficient soil to grade out a good trail.

"After this mile we have another good bench one mile long, when again a steep hillside occurs, somewhat worse than the last, for about two and a half miles; here another bench which extends for one mile.

"Up to this point, having travelled since leaving the Boston Bar trail, about seven miles, the difficulties in the way of constructing a trail are not very great. The hillside is steep, where there are no benches, and strewn over with immense boulders; many bluffs of rocks are protruding, but careful location would avoid nearly all of these. The timber on this stretch is dead and useless, except the cedar, of which there is a fair abundance. There will be in these seven miles one good sized bridge, one hundred to one hundred and fifty feet in length, over the stream which we cross after leaving the Boston Bar trail.

"At the end of these seven miles occurs a very bad, rocky slide, formed by immense fragments of granite, and extending along the mountain side for a half mile. Some blasting will be required here, and material to fill in the interstices of the rocks would have to be brought from either end of the slide. After this slide we have a narrow, rocky bench for one mile, or the alternative of a low, swampy flat near the river, after which a high rocky bluff, which will require a good deal of blasting. By using the low, swampy flat mentioned, and bridging the Coquhalla twice, the bluff might possibly be avoided. The timber here is green, and both good cedar and fir is in abundance.

"Here occurs one mile of hillside, mostly covered with sliding rock, which brings us to a good flat extending for one and a half miles, when the mountains close in on the river on both sides, offering nothing but a stony hillside for a trail. The valley for the next four miles is of the same description; a few small flats occur on both sides of the river, but would require repeated crossing of the stream. The river here is wide and rambling, and not very rapid, and can be forded with safety after the highest water is passed.

"The hillside, especially on the Western (sunny) side of the valley, consists of stony

slides and bluffs and should be avoided as much as possible, especially on account of snow-slides which, to judge from appearances, occur here in abundance, and would be very destructive to a trail. Unless the Coquhalla is crossed four times in this distance (see sketch) the trail for nearly two miles would have to run along this objectionable hillside.

"At this point, fifteen miles from where we leave the Boston Bar trail, or thirty-three miles from Hope, the valley begins to widen out into a large flat, thickly timbered, and overgrown with underbrush, which offers, however, no difficulties to the construction of a good cattle trail, very little, except a clearing through the timber being required.

"A short distance (a half mile) brings us to the Summit Lake. Here the first grass, since leaving Hope is found, an inferior kind of swamp-grass growing around the shores of this and another lake about half a mile farther on. Along these lakes are fine high benches, heavily timbered, but excellently well adapted for a trail. At the end of the second lake we descend into a wide, flat bottom, also thickly timbered and overgrown with underbrush, which extends to the Coldwater, which is here (eighteen miles from the point where we leave the Boston Bar trail, or thirty-six miles from Hope) a large stream with wide, thickly timbered flats on both sides.

"In the eighteen miles, since leaving the Boston Bar trail, there are seven and a half miles of difficult ground, three miles of which are exceedingly bad. There is no feed for cattle for the thirty-six miles from Hope to the Coldwater, except the limited quantity of swamp-grass growing around the two lakes, and for five miles down the Coldwater the flats and benches are heavily timbered and overgrown with underbrush, but without feed of any description, making, with the exception of the scant pasture to be obtained around the summit lakes, a distance of forty-one miles without feed.

"About five miles below the point where we first encounter Coldwater, a scant growth of timber-grass commences, which gradually improves as we descend the valley. The stream, in this distance, meanders in wide sweeps through the wide valley from one mountain side to the other, forming a steep point wherever it encounters the mountain ; this, however, forms no great obstacle to a trail, as in every case a short distance brings us again to the flat beyond.

"At the end of six miles, where a large stream falls into the Coldwater from the West, requiring a long bridge, the valley becomes somewhat more contracted, the benches and flats, although narrower, still continue, and where they cease the hillside offers no difficulty, being generally of a gentle slope with sufficient soil to grade out a good trail.

"Twelve miles from the point where we first encounter Coldwater, we come upon a good Indian trail on its Eastern bank. The country here changes very much, the timber becomes larger, but the country is more open, without underbrush and with an abundance of timber-grass everywhere. This trail follows down the valley to its junction with Nicola River, and is in good repair, evidently very much travelled. We follow the Coldwater in all from the summit to its junction with Nicola River for thirty-two miles, making the point of junction sixty-eight miles from Hope. Of these sixty-eight miles, eighteen miles fall to the Boston Bar trail, twenty miles are Indian trail in the lower part of Coldwater Valley, leaving thirty miles of new trail to be constructed. Of these thirty miles fifteen miles comprise that part running over the summit and down Coldwater Valley, requiring very little except a clearing through the timber ; of the remaining fifteen miles seven and a half miles are over difficult ground, and the other seven and a half miles not much worse than what is usually encountered on the Western slope of the Cascade Range. A cattle trail through the country explored would have the disadvantage of so long a stretch as forty-one miles almost without feed, and seven or eight miles would be very stony and exposed to snow-slides in the Winter. The Coquhalla summit, although of so low an altitude as 3,500 feet, nearly 1,000 feet lower than the South Pass and fully 2,000 feet lower than the Grant Pass, had not the appearance of being free from snow early in the season, the vegetation looked more spring-like and less advanced than even on the Grant summit. The large amount of snow accumulating during the winter in the narrow defiles of the Upper Coquhalla would, I believe, prevent it from being an early trail. The only favorable feature is its short distance. The present trail *via* Princeton (from Nicola Valley to Hope) is 122 miles, giving the Coquhalla route the advantage of fifty-four miles, and even if a trail *via* Otter Valley should be constructed, there would still be a distance of nearly forty miles in favor of the Coquhalla route.

OTTER VALLEY.

"The present trail from Nicola Valley to Hope *via* Princeton runs over the high plateau between Nicola Valley and the Similkameen, through a fine rolling country well watered, thinly timbered and everywhere covered with a luxuriant growth of bunch grass. Near Princeton this trail runs through a narrow, rocky defile about nine or ten miles in length, and it was thought that this objectionable cañon could be avoided, and the trail, at the same time, be much shortened by being laid through Otter Valley, and from the junction of this valley with the Similkameen, in a direct line to rejoin the Hope-Similkameen trail near Powder Camp. I had therefore been instructed to examine Otter Valley and the country between the forks of the Similkameen above Princeton, to connect the trail *via* Otter Valley with the Hope-Similkameen trail at some point between Princeton and Powder Camp, so that in case an early trail should be constructed through the South Pass, which would terminate at Powder Camp, this early trail could be reached by the Nicola Valley trail *via* Otter Valley, as well as by the present trail *via* Princeton.

"In accordance with these instructions I left Nicola Lake on the trail leading from there to Princeton. I followed this trail about thirty miles, when I left it and took the old H.B. Co.'s trail, leading in a South-west direction to Otter Valley, which valley I reached after travelling for nine miles over a rolling country affording good pasture. The trail here crosses Otter valley and runs along its Western side for nearly the whole distance of eleven miles to its junction with the North Fork of Similkameen. Otter Valley has a wide, level bottom through which a small sluggish stream runs in a serpentine source. The bottom is thickly overgrown with willows and other brush, but affords good pasturage in many places. The stream connects a chain of lakes, of which the largest one, Otter Lake, is about a quarter of a mile above its junction with the Similkameen. The trail is in good repair but runs in many places along a stony hillside where it could easily be changed to better ground in the bottom of the valley. The course of Otter Valley is nearly due North, and it joins the North Fork of the Similkameen at Camp des Femmes, about sixteen miles above Princeton. The Similkameen runs here in an East direction. Along its Southern bank stretches a very high range of mountains extending for nearly eight miles down the river, so that a trail to connect with the one between Princeton and Powder Camp would have to run through unfavorable ground down the river for this distance of eight miles, before a proper line for the point of junction with the Hope-Similkameen trail could be obtained. This would make the trail longer and very little better than the one through the cañon above Princeton. A good line of trail could, however, be got by ascending a stream falling into the Similkameen, about three or four miles below Camp des Femmes and following it through a rolling, timber country in a North-west direction to the summit of Hope Mountain, there connecting with the Cañon trail about forty miles from Hope. The distance from the mouth of Otter Valley to this would be about twenty-two miles, making the whole distance from Nicola Valley to Hope by this route one hundred and six miles against one hundred and twenty-two miles *via* Princeton. The trail could be connected with the Grant trail through a low gap (see sketch) which occurs at the point of junction with the Cañon trail, and thereby avoid the high summit; it would, in fact, pass over the Hope Mountain at a lower altitude than the Grant Pass and avoid the passage through the Cañon (above the Hope Wagon Road) in the Spring, before the snow which accumulates there from snow-slides disappears.

"A cattle trail from Nicola Valley to Hope *via* Otter Valley, through the route indicated above, would require from twenty-four to twenty-six miles of new trail, to be constructed through a very favorable country, and would afford sufficient feed all the way to its junction with the Cañon trail. It would also be about sixteen miles shorter than the trail *via* Princeton. The Similkameen, where it would have to be crossed near Camp des Femmes, is a very wide stream, which apparently can be crossed with cattle without being bridged at any time; from that point the trail would run over high, wooded, rolling hills, affording the kind of pasture usually found on the summit of the mountain.

"Hope to Nicola Valley *via* Coquhalla				68 miles
Do.	do.	do.	Otter Valley	106 „
Do.	do.	do.	Princeton	122 „

"I have, &c.,

"*Hope, 17th September*, 1874. (Signed) "GEO. LANDVOIGT."

SURVEYS.—COQUHALLA AND COLDWATER VALLEYS.

The following is the result of Surveys made on the Coquhalla and Coldwater Valleys, from Hope to junction with Nicola Valley Road :—

"1st Mile.—Starting from the bank of Fraser River and following the 'Race Track' in a direct line until the descent to the Coquhalla bottom is reached, then up the Coquhalla to bridge site ;

"Bridge 230 feet long, 2 cribs, and 2 spans of 90 feet each.

"The same site has been chosen as that where the bridge formerly stood, it being considered the safest and most convenient. The former bridge was carried away by a very large raft of trees, about 1 mile long, giving away. This raft having accumulated for many years in the cañon, had been set on fire during a very dry season, and was carried off in consequence by the first freshet; no bridge could have withstood it. Such an occurrence is not likely to occur again. The old bridge had stood for several years, and had never been damaged by freshets. The bridge site suggested, some four miles higher up at a place known as the 'Natural Bridge,' is not practicable on account of the bluffs and precipices through which a road or trail would have to pass.

"2nd Mile.—Follows the old Boston Bar Trail;

"5 chains grading, clearing through timber.

"3rd Mile.—Leaving the old trail, running around the mountain near 'Big Lake;' 8 chains pretty steep hillside but plenty of soil to grade out a trail; most of the work is clearing the timber, but not many large trees.

"4th Mile.—This mile, as well as the preceding and following ones, are new trail; they avoid the high, steep mountain between Big Lake and the Coquhalla over which the old Boston Bar Trail and H. B. Co's. Trail runs, going around the mountain and through a low gap at a good wagon road grade;

"26 chains grading hillside;

"54 chains flats, clearing timber;

"2 culverts, 40 feet.

"5th Mile.—Runs for 49 chains over the low summit of the hill, and down to the Coquhalla Flat, where, at its end, it rejoins the old Boston Bar Trail;

"18 chains hillside grading;

"62 chains flats.

"6th Mile.—Follows for 40 chains the old trail, with slight deviation to straighten trail; then 12 chains of grading around a steep hillside to avoid a very steep grade of the old trail. The remaining 28 chains run over a good, level flat, following however the old trail, which is very crooked for 10 chains only;

"12 chains heavy grading;

"68 chains flats.

"7th Mile.—Follows the old trail which is here in good repair for 32 chains; at this point the old trail ascends a high point at Big Bend of Coquhalla in a zig-zag line; the line of trail is lower; there will be 15 chains of heavy grading, walling, and timbering, possibly some blasting. The remaining 33 chains follow a good flat with dead timber. The old trail is almost obliterated here, and a new, straighter line has been blazed;

"15 chains heavy grading, walling, and timbering, some blasting;

"1 Bridge, over slough at the foot of the point of mountain, 40 feet.

"8th Mile.—For 35 chains new line blazed across a flat with a good deal of fallen timber. The remaining 45 chains follow the old trail, which however requires some straightening;

"35 chains new trail;

"45 chains old trail.

"9th Mile.—Follows the old trail with the exception of 10 chains, a rocky place where the hills come down to the water's edge; the trail wants straightening and a good deal of repair;

"1 bridge, 25 feet;

"5 culverts, 10 feet each.

"10th Mile.—Follows the old trail for 21 chains; here the old trail ascends a high hill (Bellevue) at a very steep zig-zag grade, the new line runs along the hill near the river; here there will be two points of rock to be blasted, 8 yards running with slope of about 60 degrees; the whole distance of this point is 4 chains, and will require either walling or bridging in several places, besides the blasting above mentioned. The base of Bellevue Mountain is 250 feet long, and the old trail ascends and descends 275 feet in this distance; after this the line follows the old trail in several places, in all for 26 chains, the remaining 29 chains being new line;

"4 chains bluff;
"47 chains old trail;
"29 chains new line, with 3 chains walling;
"2 bridges, 44 feet each.

"11th Mile.—For 14 chains following old trail, which will here require a good deal of repair and some change, as indicated by blazes, &c.; after that 10 chains new line along hillside; then 22 chains of old trail; after that 15 chains new line, to avoid bad grade, running along a steep stony hillside, rocky, with a great deal of fallen timber; after that 3 chains old trail, in bad repair; then 10 chains new line along hillside, good ground, but plenty fallen timber; the remaining 6 chains old trail;

"1 bridge, 50 feet.

"12th Mile.—14 chains over a flat, after leaving old trail, and 9 chains hillside cutting, to ascend a point of mountain at better grade; 4 chains of a bad bluff, with some blasting, walling, and timbering; after that, 28 chains of the old trail. Here a short deviation of 2 chains hillside grading, and the remaining 23 chains following the old trail over a good flat, with large fallen timber;

"1 bridge, 60 feet;
"Culvert, 20 feet.

"13th Mile.—19 chains of rough flat, following the old trail, which has to be straightened very much; a good deal of fallen timber; 6 chains of hillside, near the river, with large boulders; this part of the old trail to be repaired, and where below high-water mark to be raised; 40 chains of good flat, and a great deal of fallen timber; 8 chains hillside requires re-grading, and 7 chains a narrow flat; the whole mile following the old trail.

"14th Mile.—30 chains along a stony hillside, following the grade of the old trail, which requires repair; some fallen timber; 43 chains of flat, with plenty of large fallen timber, and very large timber standing—some cedars 6 and 8 feet in diameter; very little grading required; 7 chains going up to a high gravel flat; grading, and good deal of fallen timber;

"At 19th chain, 66 feet corduroy;
" 73rd " 24 " "
" 28th " culvert, 12 feet;
" 66th " " "

"15th Mile.—20 chains of a flat, a good deal of fallen timber; 8 chains of hillside requires re-grading, and changing where it is too steep; 5 chains rough ground, requre to be raised and walled for 2 chains; the remaining 47 chains is a flat, heavily timbered, also a good deal of fallen timber, and will require some grading;

"At 20th chain, 1 bridge, 35 feet long;
" 30th " 1 " 24 "
" 29th " 1 culvert 20 feet;
" 28th " corduroy 25 feet;
" 39th " " 35 feet.

"16th Mile.—This mile follows the Boston Bar Trail over a heavily timbered flat; the trail requires straightening, and in many places to be removed farther away from the river bank, which it should in no case approach nearer than 12 feet; 5 chains deviation around a hollow, to avoid a steep descent; the remaining 75 chains over a flat, with large standing and a good deal of fallen timber;

"At 1st chain, 1 bridge, 50 feet long;
" 44th " culvert, 30 feet;
" 52th " " 25 feet.

"17th Mile.—For 64 chains following the same flat; 8 chains of grading, where a point of the mountain comes near the river; 8 chains over a cedar flat, with a good deal of fallen timber;

"8 chains grading, cribbing, &c.;
"At 60th chain, bridge, 65 feet long, 1 span;
" 11th " culvert, 10 feet;
" 11th and 12th chains, 40 feet corduroy.

"18th Mile.—The old Boston Bar Trail has become very indistinct in the last mile, being thickly covered with fallen timber; we now leave it altogether. This mile runs for 35 chains over a cedar flat, with very few trees standing, but thickly covered with fallen trees, especially cedars, some of them 6 to 8 feet in diameter. The flat appears to have been swampy, but has become dry since the standing timber has mostly disappeared. At the end of this flat we commence to rise up the side of a high bench to get over a bluff, near the mouth of a large creek; the grade, to overcome this bluff, is too steep for a wagon road, but has been chosen to avoid the heavy work of blasting through the bluff mentioned;

"At 16th chain, 1 bridge, 55 feet;
" 19th " 1 bridge, 33 feet;
" 10th " culvert, 35 "
" 21st " " 30 "
" 23rd " " 12 "
" 27th " " 40 "
" 28th " " 40 "
" 30th " " 50 "
" 60th " " 22 "

"19th Mile.—This mile ascends the side of the high bench mentioned in the previous mile, high enough to overcome the bluff; after that descends to the large creek (Boston Bar Creek); the grade on both sides of the creek is steep, about one in eight, but cannot be made easier without increasing the cost very much; on each side of the creek is one zig-zag; after rising to the high flat on the East side of the creek, construction is easy, only some dead timber (small and not standing thick) to be cleared; almost no grading. The bridge over the Boston Bar Creek is to be 33 feet high, to connect the high steep sides; and although 115 feet long, there will be only one span of 75 feet; this, as well as all the other bridges along the Coquhalla, with the exception of the first crossing of that river near Hope, have to be built in *one* span; the streams being too rapid at high water to allow of any cribs or bents being placed in them; 13 chains grading up the side of the high bend; 30 chains heavy grading in crossing Big Bend Creek, with a good deal of walling, possibly a little blasting; although the slate rock looks like it could all be removed with the pick. Plenty of material for walling at hand; 10 chains grading, of which, half very heavy; the remaining 27 chains flat, almost a natural road.

"20th Mile.—For 30 chains the line runs over the same flat; after that, 256 chains along a steep hillside, with small dead timber; plenty of soil, and no bluffs nor very large boulders, except in passing through one ravine for 1 chain; after that, 8 chains of a rocky slide, but not very bad; the remaining 17 chains hillside grading. The timber is all dead, and none of it large.

"2 culverts, 8 feet each.

"21st Mile.—For 28 chains along the same hillside, grading the same as in the last; after that, 12 chains of a flat, very uneven; the timber grows thinly, is not large, and nearly all dead; the remaining 40 chains rough benches, with some grading to connect them;

"At 16th chain, culvert 12 feet;
" 17th " " 12 "
" 79th " " 10 "

"22nd Mile.—This mile runs along a hillside for 20 chains; some large boulders, and grading is heavy; the remaining 60 chains is very heavy ground; immense fragments of granite cover the hillside, and the ledge protrudes in many places; there will be some blasting and a great deal of walling through the whole mile.

"At 7th chain, culvert, 10 feet ;
" 9th " " 10 "
" 11th " " 10 "
" 14th " " 6 "
" 18th " " 12 "
" 31st " " 12 "
" 34th " " 6 "
" 36th " " 4 "
" 43th " " 6 "
" 44th " " 10 "
" 64th " " 12 "
" 59th " 1 bridge, 35 "
" 71st " 1 " 30 "
" 74th " 1 " 32 "

"23rd Mile.—The line of trail follows along the same hillside for 57 chains, and is fully as heavy work as the last 60 chains in the preceding mile ; the timber through the whole extent of this and the preceding mile is dead; but there is a good deal of useful cedar among it, some of it is large, but generally small ;

"At 13th chain, culvert, 12 feet ;
" 28th " " 30 "
" 33rd " " 12 "
" 34th " " 10 "
" 38th " " 20 "
" 41st " " 6 "
" 42nd " " 10 "
" 48th " " 20 "
" 78th " " 10 "
" 22nd " 1 bridge, 36 "
" 47th " 1 " 100 "

"24th Mile.—This mile runs along the hillside, and on high benches, in green timber ; there are a good many large boulders, and some rough ravines to cross; the whole is pretty much of the same character ; there will be more or less grading all along, as the flats are rough and uneven ; about half (38 chains) is flat, the other half (42 chains) is hillside ;

"At 2nd chain, 1 culvert, 10 feet ;
" 11th " 1 " 12 "
" 15th " bridge, 28 "
" 28th " " 24 "
" 31st " " 25 "
" 38th " " 35 "
" 68th " " 12 "
" 68th " " 20 "

"25th Mile.—For 11 chains runs along a flat somewhat easier than the last mile; here we come to an abrupt bluff which will require, for 7 chains, timbering and bridging; one bridge of thirty feet being required to span a chasm ; cedar is abundant ; after 2 chains of steep hillside grading, with sufficient soil, when we arrive at the 'Big Slide'; this consists for 14 chains of a slide of immense fragments of granite, with no soil among them ; there will be some blasting of boulders required ; for 7 chains we continue at the foot of another slide, over large fragments of rock, with water running everywhere ; this will be nearly all bridging. Then for 11 chains along the foot of a steep hillside ; the remaining 16 chains, until we arrive at the bridge, is a good, low flat but heavily timbered; at the 68th chain we bridge the Coquhalla to avoid a high, impracticable precipice ; the Coquhalla here is a narrow rapid stream, and a good safe site for a bridge has been chosen ; length of bridge, 110 feet ; one span, 66 feet ; height, 15 feet ;

"After crossing we have a rough stony flat for 6 chains, when we rise the hillside to overcome a bluff beyond ; I examined the country on both sides of the river, to get a better and less expensive line for this mile, but was not successful in this ; there is a low flat point on the opposite side of the river, but it is so rough, and so difficult to cross the Coquhalla in the deep cañon below, that I did not feel justified to bridge

the river twice; there may possibly a line be got at a very high altitude above the slide; to avoid it, as well as to pass the precipice, which makes two bridges over the Coquhalla necessary. The season was too far advanced to allow me to examine this thoroughly, but, as far as I did examine it, it did not look favorable, and I choose the line as above;

"At 12th chain, bridge over chasm, 30 feet;
" 42nd " " 35 feet;
" 52nd " " 30 "
" 68th " " 110 "

"26th Mile.—For 12 chains we continue along a steep hillside, rising over a rocky bluff, where there will be some blasting and walling for 5 chains, ending at the foot of a rocky slide; here we re-cross the Coquhalla Bridge; length, 70 feet; span, 46 feet; height, 18 feet; we then run along a narrow, uneven, and rough bench, for ten chains; after that, 14 chains along a steep hillside, with the Coquhalla at the foot of it. Two small bluffs will require some blasting, and a good deal of cribbing. Timber, both cedar and fir, is abundant. The remaining 44 chains are flat, with two short points to grade over;

"At 12th chain, Coquhalla Bridge;
" 17th " bridge over creek, 38 feet;

"27th Mile.—For 8 chains over a brushy flat; no timber. Along this flat, and the last one in the preceding line, there are indications of yearly heavy snow slides; the line therefore keeps away from the hillside as far as possible, being marked by stakes, and piles of stones where there is no timber. After the flat, for 12 chains at the foot of a steep hillside; then for 10 chains over another brushy flat; after that we get into thickly timbered flats for the remaining 50 chains. At the 73rd chain the Coquhalla is crossed to avoid a long, steep hillside. The river here is a small stream; length of bridge, 75 feet; span, 40 feet; height, 14 feet. On the other side of the Coquhalla there is low land for 7 chains, which perhaps overflows at extreme high water; but the soil is very firm and gravelly, and the thick brush will prevent a current, and protect the approach to the bridge;

"At 60th chain, bridge over creek, 55 feet;
" 62nd " " " Dry Creek, 33 feet;
" 68th " " " " 55 "
" 73rd " " " Coquhalla, 75 "
" 79th " " " Slough, 33 "
" 24th " culvert, 12 feet;
" 38th " " 12 "
" 44th " 2 " 12 and 22 feet.

"28th Mile.—For 1½ chains we have still low ground which may possibly overflow at extreme high water, the ground is solid and no mire whatever. We then run along a flat with a good deal of fallen timber, and green timber standing, rough in places; this flat extends for 65½ chains. After that 5 chains of hillside to connect with another short flat, which extends for 4 chains, when we rise a short distance up the hillside to connect with a flat beyond. The hillsides are steep, but plenty of soil and no large boulders, but a good deal of fallen timber.

"At 13th chain, bridge over creek, 35 feet, to connect with flat by 100 feet culvert.
" 14th " " " 55 "
" 30th " " " 35 "
"3 culverts at the 18th, 43rd, and 57th chains, 10, 20, and 10 feet.

"29th Mile.—For 6 chains running along the same hillside, then a flat for 22 chains. In this flat, for a distance of 4 chains, the fallen timber lies very thick, being evidently piled up by some snow-slide from the steep hillside. After this 29 chains of hillside, steep, but plenty of timber for cribbing and to brace against; the remaining 23 chains through an uneven flat with a good deal of fallen timber;

"At 20th chain, bridge 40 feet, over dry slough;
" 29th " " over dry slough 30 feet, to connect with 150 feet of low bridge, 4 feet high, over low land;
"At 60th chain, bridge 12 feet;
" 65th " culvert 12 feet;
" 67th " " 26 "

"30th Mile.—This runs over the same flat as the last for 50 chains, where we arrive at a large creek requiring a bridge 75 feet long, 40 feet span. 35 feet of this bridge runs over a low bar, which overflows. The creek appears to change its bed often. Near this creek, as well as the two next ones, are signs of a tremendous flow of water, which has torn up the flats and cut out several beds, now dry. The same cause has overflown the fine, level flats of the valley of the Coquhalla, blocking up the bed of the stream by uprooting large cedars and throwing them across it, otherwise these low flats would make an admirable natural road. This great overflow has evidently been recent, within the last two or three years, and is something unusual that may not occur again for a long time. After passing the creek, there are 6 chains of high flat, badly torn up by the overflow; then, to the end of the mile, steep hillside, with one bad bluff, 2 chains long. Below this hillside is a splendid cedar flat, a natural road, but it overflows, whether yearly or only at very unusual stages of the Coquhalla is impossible to determine, until the river has made itself a proper bed again.

"At 25th chain, bridge over dry ravine, 40 feet;
" 50th " " creek, 75 "
" 70th " " dry ravine, 40 "

"31st Mile.—This mile runs along the slope of the hill and over a narrow bench, having to pass in several places for short distances along steep hillside. The two creeks have been affected by the same overflow as that in the previous mile, covering the flats with boulders and *debris*. These creeks were dry, and it is difficult to say which of the recently made beds they may choose for their water-course the coming spring.

"At 30 chains, bridge, 12 feet, dry creek;
" 70 " " 35 "

32nd Mile.—To 56th chain, of the same nature as last mile. Here we descend into a flat where we continue to the end of the mile. Large timber.

"At 47 chains, bridge, 35 feet;
" 57 " " 35 "
" 5 " culvert, 20 "
" 48 " " 25 "

"The opposite side of the Coquhalla is, for nearly the whole mile, a rocky slide, with rocky bluffs above.

"33rd Mile.—This mile runs for nearly its whole length through a narrow, steep cañon, on both sides of which a low range of hills runs along, with flat top, offering a fine country for a road; but the sides of the cañon are so steep and rocky that I did not succeed in finding a practicable way up them to the flat hill top, until near the end of the mile, where, by a somewhat steep grade, I succeeded in getting a line to the summit, thereby avoiding a very bad cañon, and at the same time cutting off a bend of the river. For 10 chains the same flat as in the last mile; then we rise a low, rocky point which, for 8 chains with the slide beyond, will require a good deal of substantial walling, and possibly some blasting. After that, 6 chains good grading along a steep mountain side. At the 24th chain, a bridge across the Coquhalla, to avoid a succession of bad bluffs. The bridge site is safe and good, and not in danger from freshets. Length of bridge, 66 feet; span, 40 feet; height, 18 feet. After that, a gradual ascent to the flat hill top, along a rocky slide for 46 chains; then 10 chains of steep hillside grading.

"At 24th chain, bridge over Coquhalla, 75 feet;
" 71st " " creek, 36 "

"34th Mile.—With the exception of 3 chains at its beginning, this mile runs on the flat hill top, somewhat uneven, composed of gravel. The timber is green and not large, few trees exceeding 16 inches diameter. The hill is well exposed to the sun, while the sun probably never reaches the deep, narrow cañon below.

"At 4th chain, culvert, 6 feet;
" 5th " " 6 "
" 29th " " 33 "
" 35th " " 30 "
" 38th " " 6 "

At 46th chain, culvert, 45 feet;
„ 58th „ „ 6 „
„ 65th „ „ 10 „
„ 71st „ „ 25 „
„ 77th „ „ 12 „

"35th Mile.—This mile runs over the flat hill top, near the Summit Lake. The ground, for 50 chains, is somewhat uneven, but easily graded; the timber small and green, as in the last mile. The line is somewhat winding, having to run around several small lakes and pools. All the holes should be well filled up; the melting snow in the spring will leave them filled with water. The last 30 chains run over a succession of good, level benches, where no grading is required. There is a good deal of fallen timber in some places.

"At 26th chain, culvert 6 feet;
„ 27th „ „ 20 „
„ 33rd „ „ 6 „
„ 47th „ „ 12 „

"36th Mile.—This mile spans the place between the Summit Lake of the Coquhalla and Coldwater. It runs, for 66 chains, over the same benches as the last mile; then we have to cross a part of the low, wet flat, which stretches from the Summit Lake to the Coldwater. By using a small mount, which lies at this place, we have only 8 chains of low ground requiring ditching. The mile ends on the mount mentioned. The timber in the low flat (8 chains) is large, and grows thickly.

"At 31st chain, culvert, 6 feet;
„ „ „ corduroy, 35 „
„ 60th „ culvert, 20 „
„ 74th „ „ 20 „

"37th Mile.—For 11 chains, we follow along the side of the mount at the end of the last mile, when we have 9 chains of the low flat, which here, however, requires ditching for 1 chain only. We then ascend a low spur of the mountain, to keep above the low, swampy flats of the Coldwater. The ground is uneven for these 60 chains, running around ravines and hollows, but not difficult. There is a good deal of fallen timber.

"At 11th chain, bridge over creek; length, 70 feet; span, 30 feet; height, 6 ft.
„ 19th „ „ 35 feet;
„ 70th „ „ 36 „ (8 feet high);
„ 14th „ culvert, 26 feet;
„ 72nd „ „ 8 „

"38th Mile.—For 27 chains, along the same ground as the latter part of last mile, but less grading required. After that, a fine, level flat, where nothing except a clearing through the timber is required. Timber generally small.

"At 46th chain, bridge, 30 feet;
„ 7th „ culvert, 30 „

"39th Mile.—For 38 chains, near the foot of a steep hillside, with good grading. The remaining 42 chains over good, level flats, with grading at two short points where the river approaches the hill. Timber not very large, and does not stand very thickly.

"At 53rd chain, a bridge over the Coldwater River, to avoid the two swampy flats; length of bridge, 70 feet; span, 40 feet; height, 10 feet.

"40th Mile.—Over high flats near the foot of the mountains; for 7 chains some grading to ascend and descend a high flat. A good deal of fallen timber.

"41st Mile.—Similar to 40th mile.

"At 2nd chain, culvert, 6 feet;
„ 10th „ „ 6 „
„ 18th „ „ 8 „
„ 40th „ „ 10 „
„ 70th „ „ 12 „

"42nd Mile.—Along a succession of flats and gently sloping hillside; very little grading required. Timber small.

"43rd Mile.—The same description of country as the last. In this mile we cross the West fork of Coldwater, a stream fully as large as the river itself. It has on its Southern bank a low bottom, which requires ditching.

"At 28th chain, bridge, 95 feet; 2 spans, 30 feet each; 1 crib in centre, on the lower point of the island; height, 8 feet;

"At 28th chain, culvert, 20 feet;
" 30th " " 12 "
" 38th " " 38 "

"44th Mile.—Along fine, high flats; timber small, and very little grading, with exception of the last 10 chains, along a steep hillside, to avoid a beaver swamp and lake which extends for some distance down river (33 chains).

"At 53 chains, bridge, 25 feet;
" 20 " culvert, 8 "
" 40 " " 20 "

"45th Mile.—40 chains of the same steep hillside, with a great deal of fallen timber, and 5 chains of it rocky. After that, 16 chains low flat, rather thickly timbered; then 6 chains, over a point, a gravel slide; 12 chains of good flat; and the remaining 6 chains low flat, with thick underbrush, requiring ditching.

"46th Mile.—For 40 chains over a low flat (except 5 chains on a higher bench), heavily timbered, with very thick underbrush, which will make it difficult to follow the line of blazes when the brush is in leaf; then 10 chains of hillside; then a good flat for 23 chains; the mile ending with a stony point, extending for 2 chains.

"At 3rd chain, bridge, 30 feet, over slough;
" 2nd " culvert, 12 "
" 3rd " " 23 "
" 10th " " 6 "
" 27th " " 6 "

"47th Mile.—For 13 chains, good flat; after that, 57 chains low flat, with thick underbrush. Here the trail is to be constructed at the foot of the hillside, in the flat, high enough to be dry and firm; the material can be taken from the hillside, which is generally steep and rocky. Where the river comes close to the hillside, the trail rises above it, over the point. There are two such places in this part of the mile, neither of them bad. The last 10 chains are on a fine large flat, with an abundance of good grass, and very little timber.

"At 51st chain, 3 chains of ditch, and 1 culvert, 10 feet.

"48th Mile.—For 63 chains, over the same fine flat. On this flat is excellent feed, the best seen since leaving Hope. Then we have 5 chains of low ground, requiring ditching; then 9 chains, on high ground, around a short turn of the river, where we get to the bridge site over Coldwater.

"Length of bridge, 86 feet, and 50 feet of culvert, 4 feet high, to be added on each side, to pass over low ground; one crib, 20 feet from West shore, where it is not exposed to the strong current; from there, a span of 60 feet, to East shore. At the East shore, a substantial butment, sloping down river, 12 feet high; the logs of this butment should go 20 feet into the bank. No better bridge site could be found for several miles up the river; below this, the West shore of the river is formed by a high precipice, extending down the river for some distance.

"After passing over the river, there is some low, swampy ground,—the outlet of a lake a short distance above—with three high, dry ridges running through it. The low ground requires culverts, and ditching for 2½ chains, to the end of this mile; and for a distance of 14 chains in the next mile, more or less ditching is required to connect the high ridges mentioned.

"At 77th chain, bridge over Coldwater, 86 feet;
" 50th " culvert, 30 feet;
" 55th " " 12 "
" 66th " " 8 "
" 67th " " 8 "
" 77th " " 50 "
" 80th " " 18 "

"49th Mile.—For 14 chains, low ground, where ditching and corduroy is required; then 46 chains of a fine, high, dry flat; 10 chains of hillside, and 10 chains of good flat, running near the foot of the hill. The valley here becomes very much contracted, and a short distance below this forms a rocky cañon.

"5 chains of ditching;
"3 „ corduroy, raised 3 feet;
"4 „ „
"At 3rd chain, 2 culverts, 6 and 18 feet;
„ 6th „ 2 „ 12 „ 18 „
„ 7th „ 3 „ 6 feet;
„ 13th „ 2 „ 20 „
„ 20th „ 1 „ 20 „
„ 67th „ 2 „ 6 and 10 feet.

"50th Mile.—45 chains of good benches, with very little timber, but more or less grading; then 5 chains of narrow, rocky bench, with large boulders; after that, 3 chains of a sliding hillside, not steep; then 20 chains of hillside grading, rising over a point to avoid a number of rocky bluffs near the river, very little timber; the remaining 7 chains, good flat.

"60 feet of corduroy;
"At 8th chain, bridge, 40 feet;
„ „ „ culvert, 30 „
„ 39th „ „ 18 „
„ 51st „ 2 „ 10 „ and 20 feet;

"51st Mile.—The river here forms a bad, stony cañon, with steep sides. The line runs near the water all the way, until we reach a flat, at 60 chains, where the valley widens again.

"3 chains of flat;
"4 „ bluff, requiring a good deal of blasting;
"53 „ rocky hillside, requiring walling;
"20 „ good flat;
"At 77th chain, bridge over creek, 28 feet.

"52nd Mile.—For 37 chains, over a fine open flat, and along hillside, requiring some grading. At the 37th chain, we come on the Indian trail, which here runs over a fine high flat, requiring no repair, except for 3 chains, where it runs along the hillside. From the 37th chain, in this mile, we follow the Indian trail to the 73rd mile. No line has been blazed, except in a few places where a slight change is necessary. The trail will require some straightening in a few places, and some improvement in the grading, but otherwise is a good cattle trail, the country being open and very favorable, especially after passing the 54th mile.

"53rd Mile.—The Indian trail runs, for nearly the whole mile, along a steep hillside, where it requires widening; at the 32nd chain, a change is to be made, as indicated by mark on a tree, to avoid an unnecessary zig-zag ascent and descent.

"54th Mile.—Where the trail follows along the hillside it is to be widened and straightened.

"55th Mile.—About 8 chains of hillside grading to be widened; after that, a flat, where the trail should be straightened, and fallen timber removed.

"56th Mile.—At 8th chain, the crossing of a dry creek to be improved; very little else to be done, except remove a few fallen trees.

"57th Mile.—Over fine flats; some fallen timber to be removed.

"58th Mile.—Requiring very little repair.

"59th Mile.—Fine natural road; a few fallen trees to be removed.

"60th to 80th Mile.—Fine natural road, requiring no repair."

Lillooet Electoral District.

YALE-CAMERONTON WAGON ROAD.

Section 1.—From Lillooet to Clinton.

Distance, 47 miles.

John Saul, superintendent;

Cribbing 60 feet long, average height 5 feet;

General repairs, removing earth, slides, rocks, etc., making passable until contract awarded.

John C. McCoombs, contractor, for 3 years, from 1st July, 1874, at $2,900, equal to $966 66⅔ per annum.

Section 2.—From Clinton to Bridge Creek.

Distance, 56 miles.

John Saul, superintendent;

Repairs in April.—2 culverts, each 2 feet wide, 2 feet deep, 18 feet long;

General repairs, removing loose stones, fallen timber, and opening water-courses.

From 1st July, 1874.—Joseph Gerke, contractor, for 3 years, at $1,000 per annum.

Section 3.—From Bridge Creek to Soda Creek.

Distance, 77½ miles.

John Saul, superintendent;

Grading, 3,520 yards;

Gravelling, 600 yards, 10 feet wide, 8 inches deep;

Cribbing, 150 feet, average height 5 feet;

1 new bridge, 20 feet long, 20 feet wide, 2 feet high;

Do. 40 „ 20 „ 2 „

Do. 8 „ 20 „ 3 „

3 bridges repaired, new covering, etc.;

19 culverts;

General repairs, filling water cuts on hills, opening side and cross drains, removing slides, loose rocks, and fallen timber, filling holes, etc.

LILLOOET FERRY.

The plant of this Ferry was purchased last year by Government, a new scow built, and the Ferry property leased to Mr. John Miller, at $100 per annum.

Mr. Miller agreed to keep all the property in good order, excepting the cable, and to return it in good condition, other than damages caused by parting of the cable. During the Spring freshet, the old cable parted, and it became necessary to replace it. This was done with as little delay as possible, and the Ferry is now in good working order.

BURRARD INLET TRAIL.

The work has been carried on under the supervision of Mr. William Sampson, (at a salary of $100 per month), but I regret being unable to report its completion to Burrard Inlet.

Work was commenced on the 14th April, and carried on, continuously, up to the 13th November, 1874.

Mr. Sampson reports the following work done this season:—

Opened 69 miles of trail, from 3 to 5 feet wide;

Forest clearing, 60 miles, 12 feet wide;

Grading, 60 miles, 3 to 5 feet wide;

Corduroy, 300 feet, 7 feet wide;

1 bridge, 130 feet long, 7 feet wide, 3 feet above high water;

Do. 40 „ 7 „ 7 „ „

Do. 40 „ 7 „ 7½ „ „

Do. 38 „ 7 „ 4 „ „

Do. 104 „ 7 „ 3 „ „

Do. 84 „ 7 „ 7 „ „

Do. 152 „ 7 „ 4½ „ „

Do. 50 „ 7 „ 6 „ „

Cribbing, 360 feet long, 5 feet high on average.

Stone wall, 420 yards, average height 6 feet;

Blasting;

The following shows the number of men employed, and days worked, in each month

Month.	No. of Men.	No. of Days.
April	30	368
May	34	747½
June	32	768
July	24	503
August	17	384
September	18	389½
October	18	399½
November	6	54
December	1	9

Kootenay Electoral District.

In Kootenay, the Walla-Walla trail from the Monument to the Custom House at Joseph's Prairie, and from the junction to Fort Shepherd, was placed under the charge of Mr. Peter Fernie. The trails in the vicinity of Wild Horse Creek were directly under the charge of Mr. C. Booth the Government Agent.

WALLA-WALLA TRAIL.

From the Monument to Joseph's Prairie.
Distance, 63 miles.
Cutting out fallen timber, &c. (This work has been done nine times this season, between the months of April and November).
Building three bridges, replacing one bridge that had been broken down by fallen timber, and another removed by drift timber,
Grading of trail, removing rocks, slides, &c.

FROM THE JUNCTION TO FORT SHEPHERD.

Distance, 106 miles.
Cutting out fallen timber and repairing corduroy, &c.
Building new bridge across the Moojin River.
Length 125 feet, divided into 5 spans of 25 feet each.

The work done on the trails in the vicinity of Wild Horse Creek, is reported by Mr. Booth as follows:—

Construction of new trails, 5 miles long, 4 feet wide.
Repairs to existing trails, 70 miles long, 4 feet wide.
Construction of new sleigh road, 25 miles long, 9 feet wide.
Construction of new bridges, 10 feet wide.
Corduroy 100 feet, 10 feet wide.
9 bridges of a total length of 250 feet, 10 feet wide.

PROSPECTING ASSISTANCE.

Mr. C. Booth of Kootenay, having been informed by letter, that the Government were desirous to assist in developing the Kootenay Mines, and that he was authorised to foster and assist by contributions of provisions or otherwise, such parties as commenced prospecting last year under Government assistance, and who still continue to put their labor and energy into the enterprise, reports the results as follows, under date 28th November, 1874:—

"The prospecting operations carried on in the District this season have been a success. Kelly & Co., discovered small diggings on Palmer's Bar Creek, near the Monille River. The discovery is in itself of not much consequence, but the attention of miners is drawn thereby to that portion of the District, and prospecting is going on there this winter Price & Co., discovered a creek having its origin in the Selkirk Mountain Range, and emptying into the Columbia River at a distance of about two hundred miles from Horse Creek, where gold was found in any part for a distance of twenty miles from the mouth. The prospecting demonstrates that the creek is good for from *three* to *five* dollars per day per man. The discoverers report favorably of the country, having found gold in every stream they prospected. It is to be regretted that none of Price's prospecting party

were experts in quartz, as they report the country literally full of large quartz ledges. It is perhaps worthy of note, that none of those men located any mining ground on Quartz Creek, the reason they assign, is that they hoped to find some rich spot, and that there is plenty of the kind of diggings above described. There is a company of seven men under the management of W. H. Morrow, Esq., J. P., organized for the purpose of prospecting deep ground on Wild Horse Creek, at a distance of seven miles from this office. The Government appropriation to this enterprise is five hundred and fifty-one (551) dollars, which is swelled by private subscription to one thousand (1000) dollars or thereabouts."

Cassiar.

TRAIL FROM QUESNELMOUTH, CARIBOO DISTRICT, TO DEASE CREEK, CASSIAR.

Distance about 800 miles.

The attempt to open up a trail between these points, that would enable the cattle raisers and producers in the interior Districts of Yale, Lillooet, and Cariboo to supply the new—and now prosperous—Mining District of Cassiar, was unquestionably a formidable undertaking, and although I regret being unable to report that a good cattle trail between these points exists, still I feel assured that the work done and information procured will amply repay this year's outlay, and that it can be turned to a practicable benefit in the future. In fact, the cattle and pack trains that have already passed over it, are an evidence that it has benefitted the districts to a certain extent already.

The season's work of construction and exploration was divided into two sections. That portion from the Mouth of Quesnelle to the Forks of Skeena, estimated distance 375 miles, was placed under the charge of Mr. John Hamilton, and the portion from the Forks of Skeena to Dease Lake under the charge of Mr. William Humphrey.

Mr. Hamilton was dispatched from Quesnellemouth with a pack train, before feed could be obtained on the route, and was instructed to carry barley with him for that purpose. His instructions were to cut out and open the Omineca Trail to Fort Fraser, and the old Telegraph Trail from that point to the Forks of Skeena, so as to enable cattle to be driven over it as early as feed would permit. He was further instructed, upon reaching the Forks of Skeena, to place his party under the control of Mr. William Humphrey, and load up his pack train with supplies for the joint party.

Mr. William Humphrey and one man were dispatched from Victoria, early in March, to the Forks of Skeena, with instructions to procure an Indian guide and explore in a North-westerly direction, for a cattle trail to Dease Lake. Mr. Humphrey was then to return to the Skeena, and, with the assistance of a party of men sent from Victoria at a later date, he was to commence opening the trail, and that as he would be overtaken by the Hamilton party and pack train, they could then open the trail to Dease Lake.

Mr. Humphrey was further instructed to report himself to the Government Agent at Cassiar, paying off the united party and selling the Government property on arrival.

I herewith submit the reports received from Mr. Hamilton and Mr. Humphrey on the subject of this trail:

"Lake Town, Cassiar,
"August 28th, 1874.

"*J. H. Sullivan, Esquire,*
"*Assistant Commissioner of Lands and Works:*

"SIR,—I have the honor to submit to you, for the information of the Chief Commissioner of Lands and Works, a report of that part of the Quesnelle-Cassiar Trail expedition under my charge, viz., from Quesnelle to the Forks of the Skeena.

"I started from Quesnellemouth on April 27th with a pack-train of fourteen animals, and a party consisting of myself, two choppers, and two packers, with sufficient supplies to carry us to the Forks of the Skeena.

"I reached Stony Creek (where the Omineca trail diverges from the Telegraph trail) on May 9th, and found the trail up to this point in bad order. My principal work was clearing out the timber blown down during the winter and spring, and building two small bridges; carried away by the high water. I repaired the bridge over this creek, which was in a very dilapidated condition.

"From Stony Creek to the Nachaco River the trail was full of fallen timber, as it had been travelled but little for some years. I cleared the timber out sufficient for my loaded animals to pass with ease, and repaired two bridges.

"I found the Nachaco very high and engaged Indians to ferry the party. I crossed the river at a point about two miles higher up than the Telegraph crossing, and cut a new trail thence to the Hudson Bay Company's post, Fort Fraser, (on a lake of that name) a distance of about five miles.

"From Fort Fraser to the first crossing of the Stilla River, a distance of about fifteen miles, the road was nearly blocked up with fallen timber; I cleared it out and built some small bridges. From the first to the second crossing of this River, a distance of about thirty-five miles, the road was generally good, excepting a little fallen timber. Instead of crossing the river at this point I diverged and cut a new trail round a bend of it, a distance of about ten miles, to the third crossing, so as to avoid the second and third crossings, and also to avoid a low, wet country.

"From the third to the fourth crossing of this river, a distance of about forty miles, the trail was very good, with but little fallen timber. In this distance I built six small bridges, and over the fourth crossing I built a bridge sufficient for loaded animals to cross.

"From the fourth to the fifth (and last) crossing, a distance of about three miles, the trail was good. I built a good bridge over this crossing.

"From the last crossing of the Stilla to the first of the Aquilgate River, a distance of about fifteen miles, the trail was very good.

"Over the first crossing of this river I built a bridge, seventy-five feet long, over which the whole of the pack animals and cattle were subsequently driven.

"From the first to the second crossing, a distance of about twenty-one miles, the trail was good.

"Over the second crossing of this river I built a foot bridge to pack my supplies across, and swam the animals.

"From the second to the third crossing, a distance of about sixty miles, the trail was pretty bad for about one half of the way and good the balance. I crossed at this place on an Indian bridge, and swam my animals.

"From the third to the fourth (and last) crossing of this river, a distance of about twenty-five miles, the trail was very bad, a great deal of swamp and fallen timber. I crossed the fourth crossing in canoes, swimming my animals, and reached the Forks of Skeena on May 31st.

"I loaded up the supplies forwarded to this point for us and overtook the party under charge of William Humphrey on the 13th June, my party all in good health and spirits.

"I estimate the distance from Quesnelle to Fort Fraser at one hundred and fifty miles; thence to the Forks of Skeena at two hundred and twenty-five miles. The whole distance is about three hundred and seventy-five (375) miles.

"From Quesnelle to the Forks of Skeena I cut out the fallen timber, repaired old or built new bridges where necessary, as far as lay within my power, considering the force under my charge and the necessary expedition to be used in overtaking the party already ahead of me in charge of Mr, Humphrey.

"The feed from Quesnelle to Fort Fraser is most excellent, but that from Fort Fraser to Forks of Skeena far surpasses it in extent, variety, and luxuriance. The whole of this distance, and more especially the Valley of the Aquilgate, is one almost uninterrupted grazing-ground, with patches of timber scattered through it. A packer or cattle-drover need hunt but little for a camp in this part of the Province. For feed you find the pea-vine or wild vetch, bunch-grass, red-top and blue-joint (either of the latter equal to the best of timothy) in no stinted quantities, but in thousands upon thousands of acres. This is the part of British Columbia that ought to be the depot for all the cattle for these Northern mines. Here, with proper implements, the cattle-men can put up an almost unlimited quantity of hay for Winter feed, and at a comparatively small cost, where feed is very early, and beef-cattle can be driven on good feed, and without any trouble brought into this market by, at latest, the first week in June, instead of the middle or end of July, if they have to be driven from the lower part of the Province. In all my experience of this Province, I have seldom seen such an extent of grazing ground, and such a variety and growth of grass.

"I have, etc.,

(Signed) "JOHN HAMILTON."

"LAKE TOWN, CASSIAR,
"August 28th, 1874.

"*J. H. Sullivan, Esq., Assistant Commissioner of Lands and Works:*

"SIR,—I have the honor to submit to you (for the information of the Chief Commissioner of Lands and Works), a Report of that part of the Quesnelle-Cassiar Trail Expedition under my charge, viz., from Forks of Skeena to Dease Lake.

"I wrote to the Chief Commissioner under date of April 21st, informing him of my preliminary exploration towards the headwaters of the Skeena. After my return to Forks of Skeena, I had to remain there until the 16th of May, awaiting the arrival of the men and supplies from Victoria, on which date they reached the Forks. In the meantime I cut a new trail from the old telegraph crossing on the Aquilgate River (seven miles above the mouth) to its mouth. My reason for doing so, was the want of boats at that point to cross Hamilton's party, on their arrival.

"I left the Forks of Skeena on May 18th, with a party consisting of myself, three choppers, two prospectors, and a cook, with Indians packing my supplies. From the termination of the telegraph trail to the Indian village on the Skeena, named Kuldo, a distance of about thirty miles, the country was very rough, with very heavy timber and considerable swampy ground; and my intention was to get through to that village before the arrival of Hamilton with the pack-animals.

"In this distance I crossed two streams that at high water are unfordable, but are easily forded at an ordinary stage of water. The name of the first is the Shu-ty-an, and I named the second the Shannon, as part of the Indian name sounded like that word. Either of them could be very easily bridged. I built a foot-bridge over the second and largest one, to get our supplies across.

"I reached Kuldo, seventy miles from Forks of Skeena, on June 4th. I was delayed a week eleven miles above Kuldo, as the Indians of that village refused to pack without exorbitant charges, and would not allow the Kispyoox Indians to pack in their country. In fact, they threatened to stop us from going any further. I was still camped at this point, being unable to move my supplies, but had cut the trail about six miles ahead, when Hamilton overtook me on the 13th. I had to make double loads with the horses for the first forty miles, after which we were able to carry the whole of our supplies at one trip.

"From Kuldo, I followed up the Skeena River for a distance of about twenty-four miles. Here we crossed the point of a mountain with an easy grade, and not very high, and again came down on to the Skeena, a distance of about eight miles from last point. I again followed the course of the Skeena, and about four miles from the foot of the mountain, came to a stream about the size of Cottonwood River (in Cariboo), over which I built a foot-bridge to pack my supplies, and swam my animals, or rather, towed them across, as the stream ran so rapidly I was afraid they would be carried down into the Skeena and lost. The Indian name of this stream is the Chil-ah-shandon.

"I followed up the Skeena for a distance of about twelve miles above the crossing of the Chil-ah-shandon; from the foot of the mountain to this point, was the worst country we came through, so far. The underbrush and fallen timber were very thick, and required a great deal of work. Here I left the Skeena, and crossed a divide into the valley of the Kalenkees, a distance of about nine miles. The ascent to this divide is rather heavy, but can be much improved with little work. The descent into the Kalenkees is very easy. This stream is a branch of the Skeena. I followed this valley to its head, a distance of about fourteen miles. The chopping here was very heavy; and I built two bridges over two creeks.

"From the headwaters of the Kalenkees, I crossed on to a branch of the Naas, called Tum-tu-clax, a distance of about four miles. The grade between the two waters was almost imperceptible. I followed down this stream about ten miles, then turned up another branch of the Naas, named Shill-awa-mile-dit, and followed it up to the foot of a mountain, a distance of about twenty-five miles. This twenty-five miles was the worst and roughest part of the whole trail; and to make matters worse, it rained every day, so that our progress was necessarily very slow. From the headwaters of this stream, I crossed a mountain very high, and had to pass over a few patches of snow; but I am under the impression that a lower pass could have been found if I had had time to explore for one. The distance across is about four miles.

"After leaving the foot of the mountain, I followed down a stream for about nine

miles, and crossed it. This stream is unfordable at high water, but can be easily bridged. Two miles from this crossing, I came to the stream set down on Major Pope's map as Alexis River; it is fordable. Here I struck Major Pope's route from Bear Lake.

"I again found myself in the valley of the Skeena, and near its banks. I followed it up to its source, crossing in my route three large streams, that were easily fordable. Distance from Alexis River to source of Skeena, about forty miles. On the banks of the Skeena, and near the second stream, I found a prospect hole, supposed to have been sunk by Pope's party, they being the only white men ever known to have been through this part of the country. This was the only sign I found of Pope on the whole route. From the headwaters of the Skeena, I crossed to the headwaters of the Stickeen, not a hundred yards apart. I followed down this stream four miles, crossed it, and followed up a stream (coming in from the West), for about six miles, and crossed a high divide of easy grade. I crossed a branch of the Klopada, and held right across the country into the Valley of the Klopada, about ten miles from its source. I followed this stream to its confluence with the Stickeen, a distance of about one hundred and two miles, crossing in my route several large streams. The first one empties itself through four different mouths, the last of which we had to bridge. The second one is unfordable in high water but easily forded at low water. I had to build rafts and take my supplies down the Klopado past its mouth. From all I saw of it there would be considerable difficulty in bridging it. The third stream is easily fordable.

"I crossed the Stickeen immediately above the mouth of the Klopado and about twenty miles above the head of the cañon. I built a canoe to cross my supplies and swàm the horses. The crossing here is good, the river being very still.

"I followed down the Stickeen five miles. In passing round a bluff on the river, one of the horses, loaded with all our bacon, salt and horse shoes, slipped and rolled down a distance of about sixty feet into the river, but fortunately got out, minus everything except himself.

"At this point I left the main Stickeen and crossed over on to the third North Fork, a distance of about thirty-nine miles, and followed it down about eleven miles. I crossed it and struck Moore's trail, about two miles from the river and three from Dease Lake, reaching Dease Lake on August 26th. I estimate the distance from Forks of Skeena to Dease Lake at four hundred and twenty-three miles.

"My course from the Forks of Skeena to the end of the Telegraph trail is about North, 25° West; thence to Kuldo about North; thence to the point of the mountain mentioned about North, 25° West; thence till I left the Skeena to cross into the Kalenkees, about North, 20° East; thence to Tum-tu-clax, about North, 30° West; thence for a distance of about twenty miles, about North, 35° West; thence across the mountain into the valley of the Skeena, again about North, 10° East; thence to the source of the Skeena, about North-West; thence down the valley of the Klopado sixteen miles, North, 55° West; thence for about twenty-five miles North; thence to its mouth, North, 25° West; thence to Dease Lake, North, 30° West.

"From the Forks of Skeena to the end of the Kispyoox Valley feed is very abundant, and the valley is a very good summer range for cattle. From the Kispyoox to the Kalenkees feed is scarce and only found in patches. The country over this distance is heavily timbered with spruce and hemlock.

"From the Kalenkees to the mouth of the Shill-awa-mile-dit feed is plentiful with some open country. From thence to the foot of the mountain feed is very scarce as the country is covered with a heavy growth of timber. The mountain being a bald one there is a great amount of feed on its sides and along the valley of the Skeena, more especially towards its head waters, the country gets more open, with prairies of considerable extent and great abundance of feed of good quality. From thence to the Klopado there is very little timber, the country being comparatively open with plenty of feed. The valley of the Klopado is very open through its entire length, with bunch-grass in great abundance and considerable meadow land, where a good amount of hay could be cut. This is the only valley in the vicinity of the Cassiar country, on my route, where stock could be wintered. My impression is, from what I could see by Indian signs, and by the timber, that snow does not fall deep. The Klopado is a fine stream for boating from its mouth to its source.

"There is plenty of good feed from the Stickeen to Dease Lake. This route, with some little changes and repairs, can be made a very good trail for cattle or loose animals to be driven over, but would require a great expense to make it a good trail to pack over.

"The season being unusually wet and a large number of cattle being driven over the trail, immediately after it having been opened, will naturally cause it to be very bad for any pack-trains that may be behind. A good many bad grades and considerable soft ground could be avoided, were time given to explore; but finding the distance greater and the ground rougher than I expected, and the season advancing, I had to push through as fast as I possibly could, and had little time for exploration.

"The Kispyoox Indian, "Kale," who guided me to the head of the Skeena, was unacquainted with the country any further and returned.

"I expected to find Indians on the headwaters of the Stickeen, but I never saw one till after I had sighted Dease Lake. Had I been able to obtain an Indian guide where I expected to, who was intimate with the country, I could, no doubt, have made Dease Lake ten days sooner.

"One of the parties with a band of cattle, who overtook me on the mountain between the Naas and Skeena, turned off on an Indian trail on the Klopado (about twenty miles from its mouth) for Buck's Bar; but as my instructions were to go to Dease Lake direct I kept on my course. The band of cattle and pack-train that followed me arrived at Dease Lake three days ahead of the cattle by Buck's Bar, notwithstanding my being delayed several days exploring, Dease Lake not being laid down on any of the maps.

"The distance by the Indian trail, from the Klopado to Buck's Bar, is estimated at one hundred and twenty miles; thence by Moore's trail to Dease Lake, eighty miles; while from the same point on the Klopado, by the route I came, direct to Dease Lake, not more than eighty miles, and through a good country for feed.

"One of the parties sent out as a prospector was taken sick about eighty miles above the Forks of Skeena and returned. The other one prospected on every stream we passed, and examined every mountain range on our route, without finding any indications of gold till we came to the main Stickeen River. On some of the streams emptying into the Skeena, there was fair looking slate rock, but very little quartz. After leaving the head of the Skeena there was very little wash, and that, all a coarse granite.

"On the bars of the Stickeen he found fine gold, but not in paying quantities. My impression is, that this gold came from higher up the river, as the country in the vicinity of the crossing is not auriferous.

"Towards the headwaters of the Skeena and Stickeen I found croppings of coal.

"The Indians on the Skeena showed a little inclination to be hostile, and I am afraid small parties coming through might be in danger.

"I arrived at Dease Lake, as I stated before, on August 26th, my party all in good health, and without any sickness (excepting the case aforementioned) or accident during the trip.

"I have, &c.,
(Signed) "WILLIAM HUMPHREY."

OBSERVATORY INLET EXPLORATION.

The Government being desirous to open up land communication, through British territory, with Stickeen Valley and Cassiar Mining District, by a trail intersecting from the Coast, the Quesnelle-Dease Lake Trail, endeavoured, in the first place, to obtain all information on the subject; and subsequently arranged with Mr. J. W. McKay, of the Hudson Bay Co., on the 7th May, 1874, that, as he was about to proceed to the Cassiar District, he should be empowered to first ascertain, from Indians and others, the best line of route, and afterwards send a reliable party through from Cassiar to the Coast, on the route suggested. Mr. McKay reported, under date 14th July, 1874, that a good, low pass leading from the South head of Observatory Inlet to the Naas Valley, with a well defined Indian trail running through it existed, and had been used by the Natives for generations. That from the Naas Valley, several trails lead to the valley of the Stickeen, the best of which was the trail explored by Mr. P. J. Leech for the Western Union Telegraph Co.

Under these circumstances, the Government deemed it advisable to dispatch a party of men to Observatory Inlet, to explore and open a trail, if practicable; and on the 23rd July, 1874, a party of five axemen, under the charge of Mr. George Lyall, were so dispatched; the result of which is contained in the following Report:—

"*To the Hon. Chief Commissioner of Lands and Works, B. C.*

"SIR,—I have the honor to inform you that, in accordance with your instructions directing me to proceed to the head of Observatory Inlet, and from that point explore the country to Naas River, therefore I hope in this Report to lay before you such information as will enable the public to form correct conclusions as regards the practicability of constructing a pack-trail, from the head of the Inlet to the Naas; and by doing this to attain the object of the department under whose authority this exploration was undertaken.

"July 28th.—Arrived at the head of Observatory Inlet at 4 A.M., per steamer Otter; sent a small boat on shore; very poor landing; could not get a place to camp; obliged to put all the provisions in a canoe and leave for the mouth of Kittsess River, which empties into the head of the inlet, where we camped the remainder of the day, preparing for work.

"July 29th—Myself and Indians prospected for a pass in the mountain, but only found a very indifferent Indian trail, about three miles in length; country, barren; timber, large, composed of fir, spruce, and pine; underbrush, very thick; no feed for animals.

"July 30th.—Weather, fine; Rider, Campbell, and Cain cutting out trail for Indians to pack provisions. Butterman, myself, and two Indians prospecting for a N. E. pass through the mountain to Naas River; balance of party assisting in cutting trail.

"July 31st.—Three miles of trail made; myself and party returned to camp; could not find a N. E. pass through the mountain; came to the conclusion to run up the West side of Kittsess River, the only pass that appears practicable from the head of the inlet; surrounding country unproductive; no feed for animals.

"August 1st.—Indians commenced packing provisions; moved camp up the Kittsess River, three miles, to the end of trail made; Butterman and myself surveying up the West bank of the river; at meridian, arrived at the little cañon, about eight miles from camp; timber, large; underbrush, thick; level benches; prospects good for trail, but no feed for animals; returned, and arrived in camp at 8 P.M.; Indians quit work and left; I was obliged to go to the mouth of Naas for other Indians.

"August 2nd.—Sunday morning; weather, fine. Rider, Campbell, and myself left in a canoe for the mouth of Naas, to employ Indians; wind and tide against us; made half-way point at 6 P.M., where we remained all night.

"August 3rd.—At 5 A.M. got underway from the half-way point, and arrived at the mouth of Naas River at 7 P.M.; engaged four Indians, and received all the information I could from Mr. Tomlinson, Missionary, about Naas River Mission.

"August 4th.—At 10 A.M., left the Mission for camp, on my return, arriving at the half-way point at 9 P.M.; fair wind, with clear weather.

"August 5th.—At 5 A.M., started from the half-way point, arriving in camp at 9 P.M. Butterman and Cain out three days prospecting for feed; reported none; the mountain rugged; timber, large; underbrush, thick; a great deal of fallen timber; a frightful country to look at.

"August 6th.—Rider, Butterman, and Campbell cutting trail for Indians to pack; John Cain prospecting creek for gold; Indians packing over trail; myself and one Indian (Charley) exploring the mountain on the East side Kittsess River for feed; at noon, six miles from camp; no grass; mountains, thickly timbered; underbrush, very thick; snow, in many places, on the mountain; at 7 P.M., arrived at a large cañon, where we camped all night.

"August 7th.—Returned to camp on the West side of the river; high mountains, with a great many small streams, and fallen timber; not a blade of grass to be seen on the trip; found a color of gold in all the small streams.

"August 8th.—Myself and two Indians left this morning for Naas, across the mountains running north; Rider, Campbell, and Cain fixing trail; Butterman and one Indian out looking for feed. At 9 P.M., arrived at a large stream, running into the Kittsess River, on the bank of which we camped all night.

"August 9th.—Sunday morning; made a raft, and crossed stream at 9 A.M.; walked four miles, when we came to a large cañon; then crossed Kittsess River, and continued our course up the East side; the mountains very high, and thickly timbered with fir, spruce, and pine. At 8 P.M., camped for the night, about twelve miles distant from last camping place.

"August 10th.—Weather, very foggy; at 6 A.M., when ready to start, Indians cross about leaving so early; at noon, 6 miles from last camp; rough country, thickly timbered, large cañon; obliged to leave the Kittsess River, and run East; at 7 P.M., arrived in sight of three lakes, where we camped that night; no timber near these lakes; not a blade of grass to be seen; lakes lie about North and South; travelled twelve miles this day.

"August 11th.—At 6 A.M., ready for a start; saw Bald Mountain in the distance; followed a North-east course for Naas River; climbed the mountain, to get on the summit, to get a view of the country; at 4 P.M., gained the summit, but could not see any distance, for fog; camped until next morning; no grass or timber on top of mountain.

"August 12th.—Weather, clear; had a good view of the mountain, which appeared very high; still continued to run North, and at 9 A.M. struck deep snow on the summit, which we had some trouble in crossing; at 7 P.M., came to timber, and camped for the night, fifteen miles from last camping ground; no grass, thick underbrush.

"August 13th.—Weather still continues fine. At 7 A.M. left camp; course, North-east; a great deal of fallen timber; trees, not so large as at first starting. At noon, made about seven miles; high mountains facing us, covered chiefly with fir, spruce, and black pine. At 8 P.M., half-way up the mountain, camped for the night, after travelling fifteen miles to-day.

"August 14th.—At 6 A.M. left camp; underbrush, very thick. At noon, lunched; all hands wet to the skin; weather thick, with rain. At 1 P.M., started; great deal of fallen timber between the mountains; so far, the land is miserable and unproductive—sand on top, with a gravel bottom,—no feed for animals.

"August 15th.—Weather bad, with rain. At 7 A.M., packed up and left. At noon, arrived at Green Lake, took lunch, and followed up the right hand side of the lake; very rough travelling; underbrush, as thick as it can possibly grow, on both sides of lake, and not a blade of grass to be seen. Camped at the end of lake, at dark; mountains on both sides of lake.

"August 16th.—Rain still continues. At 7 A.M., left the head of Green Lake; came to swamp and underbrush; travelling, bad and tedious. At 6 P.M., got out of swamp, and camped for the night; no grass; high mountains, covered with trees; soil, sandy; small creeks, with gravel bottom.

"August 17th.—Weather cleared up. At 6 A.M., started up the mountain, and on gaining the summit, at 3 P.M., discovered Naas River in the distance; had lunch, and started down the mountain; got to the first bench, and camped for the night; rainy weather.

"August 18th.—Still raining. At 6 A.M., left camp; passed over the valley between the Coast Range and Naas River, where we saw the first grass since we started from the mouth of Kittsess River; the valley is about fifteen miles wide; grass, not plentiful; had not much time to view the country around Naas, having only about four days' rations left.

"August 19th.—At 6 A.M., left camp, following a South-south-west course, and leaving the blazed line to the East; came to a lake, about three miles long and half a mile wide, which I named Loon Lake; took lunch there. At 1 P.M., started down West side of the lake, and camped at the foot of a mountain, after travelling twelve miles this day; continuous rain.

"August 20th.—At 8 A.M., left camp, keeping up the valley for about three miles; fallen timber so thick, obliged to take up the mountain, getting half-way up at noon; had lunch, and at 1 P.M. started again, making the summit at 8 P.M.; discovered coal, the out-croppings of which were about twenty feet wide, some of which we put on the fire, and found it to be good coal; raining all day.

"August 21st.—Still raining; expect to make camp to-day; nothing to eat since yesterday-noon; kept along the summit for some distance, and at noon took a rest; nothing to eat; found it hard work travelling over the mountain without grub; got along slowly until dark, then camped, and went to bed supperless; raining all day.

"August 22nd.—At 5 A.M., started down the mountain, making our old camping ground at noon. Butterman and Rider in camp four days ahead of us; they were prospecting some creeks close to trail; trail cut out about thirty miles from the head of Observatory Inlet; provisions, twenty miles from Inlet; raining all day.

"August 23rd.—Butterman and Rider, with two Indians, started out to explore a North-west course to Naas Valley. Campbell, myself, and two Indians left camp the

same morning, to explore a route for trail and feed; kept down the South-east side of the inlet for ten miles; then followed a North-east course, through the Coast Range, towards Naas Valley. At 9 P.M., arrived at head of inlet; camped for the night; raining all day.

"August 24th.—Weather, rainy. Started down the South-east side of inlet; very high mountains, and a great deal of fallen timber, from two to six feet in diameter; travelled about eight miles to-day; no feed for animals to be seen.

"August 25th.—At 7 A.M. left camp, with the intention of running South-east till noon; saw Bald Mountain in the distance; made about twelve miles from the head of the inlet.

"August 26th.—Started at 7 A.M., up a high mountain, to get a view of the country around Naas; at noon, half-way up, took a rest. At 1 P.M., started again, and at 8 P.M. camped within two miles of mountain top; travelled eight miles to-day; raining all night.

"August 27th.—Weather, thick and foggy. At 7 A.M., left camp, getting to the top of the mountain about noon; weather so very thick and rainy, could not see twenty feet ahead; obliged to camp for the day; no feed for animals; travelled three miles to-day.

"August 28th.—Morning clear; saw Bald Mountain in the distance. At 8 A.M., left camp, and started down the mountain, the foot of which we reached at 3 P.M.; travelled twelve miles to-day, and camped.

"August 29th.—At 7 A.M., crossed the valley; country, rough; timber, small; no feed for animals, nothing but wild juniper, about six inches high. At 1 P.M., started up the mountain, not a stick of timber in sight. At 8 P.M., half-way up the mountain; camped for the night; not as much wood to be got as would cook supper; raining all day; travelled twelve miles.

"August 30th.—At 7 A.M., left camp, and gained the summit at 8 P.M. No timber on the mountain; no feed for animals; very foggy, and raining; country not fit for trail; camped.

"August 31st.—At 9 A.M., started back, running W. S. W., so as to intersect first survey, and in order to see the country between the two surveys. At 7 P.M., camped; rainy weather; a few scattering trees; no feed for animals.

"September 1st.—At 8 A.M., left camp, keeping down the valley for about seven miles; found some Indian mink traps, and an Indian trail running over the mountain, which I followed until 8 P.M., when we camped half-way up the mountain; country, rough; weather, rainy; travelled ten miles to-day.

"September 2nd.—Left camp at 6 A.M., gaining the summit at 1 P.M.; Inlet in sight; timber, thick; no feed for animals. At 8 P.M., arrived at party camp; Butterman and Rider not returned; raining all day.

"September 3rd.—Myself and party prospecting a large creek, which empties into the Kittsess River twenty miles from head of Observatory Inlet; intend to run up the creek fifteen miles from its mouth; find gold, but not in paying quantities. Raining all day.

"September 4th.—Prospecting creek for gold, all day, only finding the color.

"September 5th.—Weather thick, and rainy. Prospecting all day for gold, with the usual luck.

"September 6th.—Still prospecting for gold, only finding a few colors. Butterman and Rider returned to camp; report country very rough, and no feed for animals; snow very deep on the mountain; got through the Coast Range, and arrived at the same valley I did on my first survey, or a continuation of the same; report very good feed in the valley, but none between the inlet and there—a distance of sixty-five miles. The valley runs due West, as far as the eye can see.

"September 7th.—Weather, rainy; have come to the conclusion that, after I prospect a few creeks, I will close the work and leave for Victoria. Butterman and Campbell gone on a prospecting trip. Indians employed packing provisions back to Observatory Inlet.

"September 8th.—Weather, rainy. Started Rider down to camp at inlet, to receive provisions from Indians; they made half-way down to-day.

"September 9th.—In the evening, Indians returned to camp, and will leave in the morning with balance of provisions.

"September 10th.—At 7 A.M., Indians started with five packs; wet weather. Nicolson and myself prospecting a bar on the Kittsess River for gold, found the color.

"September 11th.—Still prospecting, with no better luck than yesterday. Rainy.

"September 12th.—Weather, rainy. At 5 P.M., Indians got to camp, and got ready packs to leave in the morning.

"September 13th.—At 7 A.M., five Indians left camp, with all the stores, for the head of the Inlet; will make half-way to-day. Rainy weather.

"September 14th.—Still raining. At 7 P.M., Indians, with packs, arrived at the inlet.

"September 15th.—All my party returned to camp, and report no good prospects; country, rough; thickly timbered; no feed for animals between the head of Observatory Inlet and Naas Valley. Rainy weather.

"September 16th.—All hands and myself left camp at 9 A.M.; made half-way to the inlet by night, then camped. Heavy rain all day.

"September 17th.—At noon, arrived at the inlet; found party in camp drying provisions before a large fire.

"September 18th.—Weather, rainy. Got all the stores, etc., to the canoe; paid off all the Indians, and was ready for a start next morning for Fort Simpson.

"September 19th.—At 7 A.M., took our departure from the head of Observatory Inlet, in canoe, having on board stores, etc., and one Indian; head wind; paddled all day, bringing up at the half-way point about 7 P.M.; camped for the night; continuous rain.

"September 20th.—At 7 A.M., got under way; wind, dead ahead; paddled to the mouth of Naas, arriving there at 4 P.M.; sold provisions to Mr. Tomlinson; paid Indians; camped there all night.

"September 21st.—Left Naas River at 10 A.M.; head wind, stormy weather, heavy sea; obliged to run for a harbour, called Potatoe Cove, situated about five miles from mouth of Naas River; laid over for the night; constant rain.

"September 22nd.—Weather moderating, and rainy. Got under way, at 9.30 A.M., for Fort Simpson; only succeeded in getting half-way, then came to for the night.

"September 23rd.—At 3 P.M., arrived at Fort Simpson, and found that the steamer was three weeks behind her time, but was expected every day; remained at Fort Simpson from date, up to the 29th instant.

"September 29th.—The steamer Otter arrived at Fort Simpson, bound up the coast. I went on board, and tried to arrange for steamer to call for me on return, at Fort Simpson; could not do it, but would call for me at Woodcock's Landing on 5th October. Remained at Fort Simpson until the morning of the 3rd October, when we left Fort Simpson for Woodcock's Landing, arriving there on the 4th October; remained there until the 9th October, when the Otter arrived. I stored canoe, stores, tools, and cooking fixings with Woodcock, until called for. I, and my party, then went on board the Otter, and sailed from Woodcock's Landing at 4 P.M.

"October 10th.—At 10.30 A.M., arrived at Bella-Bella. Rainy weather.

"October 11th.—At 7 A.M., arrived at Fort Rupert; took our departure again at 8.30 A.M., arriving at Alert Bay at noon, which we left, after one hour's stay.

"October 12th.—Arrived at Departure Bay at 9 A.M.; and at Victoria at 6 P.M.

(Signed) "GEORGE LYALL.

"*Victoria, B. C., October 20th,* 1874."

REPORT OF EXPLORATION FROM THE HEAD OF OBSERVATORY INLET, THROUGH COAST RANGE, TO THE NAAS RIVER.

"*Hon. Robert Beaven, Chief Commissioner of Lands and Works:*

"SIR,—I have already had the honor to report to you a journal of these explorations, but a summary of the principal facts may be considered advisable.

"The Kittsess River empties into the head of Observatory Inlet, at the mouth of which I first camped. The distance from the mouth of the river, across the Coast Range of mountains, to Naas River, following a N. N.E. course, is about eighty-five miles. The country I travelled over, on the above course and distance, is unproductive, rugged mountains, sandy soil with gravel bottom, thickly timbered, dense underbrush, and no feed for animals, with the exception of the Naas Valley, situated between the Naas River and the base of the Coast Range, where I discovered the first grass, and that of a very indifferent quality. This valley is about fifteen miles wide, bearing East and West as far as the eye can see.

"Owing to our rations giving out I was compelled to return to Camp 2, situated up the Kittsess River, twenty miles from its mouth, where I arrived 22nd August. On this

line of route there are three mountain summits to cross, the altitude of which is from 2,500 to 3,000 feet above the level of the sea. This line I consider impracticable for a pack-trail, owing mainly to feed for animals for a distance of sixty-five miles from head of Observatory Inlet.

"On the 23rd August I started from Camp 2, keeping a North-east course across the Coast Range Mountains, for a distance of sixty-five miles reaching Naas Valley on the 30th August. On this line of route high mountains, thickly timbered, dense underbrush, sandy soil, and no feed for animals, except a little in the valley. On the 31st August started off, following a W. S.W. course from Naas Valley across the mountains, with the view of intersecting the route of first exploration; discovered a lead of coal, the outcropping of which was 20 feet wide, quality good. This line gave me an idea of how the country appeared between the two first routes I explored, but found no difference. I reached camp on the 2nd September.

"On the 23rd August, Butterman and Rider started on a trip of exploration through the Coast Range, following a North-west course, returning to Camp 2 on the 6th September; report high mountains, large timber, thick underbrush, no feed for animals, before they had reached Naas Valley, where there was pretty good grass, the valley running West as far as the eye can see; prospected for gold, got the color only. I prospected several creeks with the same result.

"What I have seen and what I have a knowledge of, as regards the three different lines of exploration, it is my opinion that the possibility of a pack-trail is impracticable across the mountains, so far as feed for animals is concerned, for a distance of sixty-five miles; that is from the head of Observatory Inlet to Naas Valley.

"After making the above-mentioned surveys, I have come to the conclusion that the only practicable route for a pack-trail through that section of the country, is to start at the head of navigation on the Naas River, forty-five miles from its mouth, and run westward up the Naas Valley. From what I have seen and the information gathered from white men and Indians, I am informed that it only takes them twelve days to make the trip from the head of navigation on the Naas River to Buck's Bar, good feed for animals all the way and only one mountain to cross. If such is the case there would be no difficulty in building a trail for animals; the distance would be about two hundred miles.

(Signed) "GEORGE LYALL.

"*Victoria, B. C., 30th October*, 1874."

In reference to this subject, I subjoin a letter received by me from Mr. J. W. McKay:

"GLENORA, Stickeen, B. C.,
"October, 23rd, 1874.

"*Hon. Robert Beaven, Chief Commissioner of Lands and Works.*

"SIR,—I have lately been informed that the Observatory Inlet Road Party failed in finding the Indian trail which I reported to you as existing between that Inlet and the Valley of the Naas.

"In justice to myself I beg to reiterate that statement. The trail in question leads from Ka-laan, on Observatory Inlet, to the village of Kit-la-ta-mox, on the Naas. The distance between these two points is estimated to be about eighteen miles, no mountains intervene. A man named William Grahame, now settled on Puget Sound, and well known to Captain Lewis of the steamer "Otter," when at one time building a schooner at Ka-laan, used frequently to walk over the above trail to Kit-la-ta-mox to spend the Sunday.

"The Road Party may probably be able to explain why they failed in finding the said trail. I have, &c.,

(Signed) "J. W. McKAY."

Cariboo Electoral District.

YALE-CAMERONTON WAGON ROAD.

Section 4.—Soda Creek to Quesnelmouth.

Distance, 58 miles;
John Saul, superintendent;
Construction of new road, 590 yards, 18 feet wide;
Graded, 880 yards, 14 feet wide;
Gravelled, 453 yards, 10 feet wide, 8 inches deep;

1 new bridge, 20 feet long, 18 feet wide, 4 feet high;
Do. 12 „ 18 „ 4 „
Do. 12 „ 18 „ 7 „
Do. 12 „ 18 „ 4 „
Do. 10 „ 18 „ 3 „
Cribbing, 60 feet, average height, 5½ feet;
General repairs: filling water-cuts on hills, opening side and cross drains, removing slides, loose rocks, and fallen timber, filling holes, etc.

Section 5.—Quesnelmouth to Cameronton. Distance, 54 miles;
John Saul, superintendent;
Graded, 5,445 yards, 18 feet wide;
Gravelling, 1,320 yards, 10 feet wide, 10 inches deep;
Do. 165 „ 18 „ 12 „
Do. 1,760 „ 10 „ 10 „
Do. 100 „ 12 „ 10 „
Do. 2,640 „ 9 „ 10 „
1 new bridge, 12 feet long, 18 feet wide, 4 feet high;
Do. 20 „ 18 „ 4 „
Do. 12 „ 18 „ 10 „
Do. 20 „ 18 „ 7 „
Do. 25 „ 18 „ 4 „
Do. 12 „ 18 „ 6 „
5 bridges repaired. Cottonwood Bridge repaired, and partially re-planked.
48 culverts;
Forest clearing, 15,840 yards, 60 feet wide;
Cribbing, 150 feet, 18 feet high;
Do. 150 „ 10 „
Blasting, 200 „ 3 feet wide, 6 feet deep;
Do. 30 „ 3 „ 3 „
Do. 80 „ 5 „ 5 „
Cutting 330 yards of new channel, to turn Lightning Creek away from slide, near Pine Grove.
General repairs, on this section, very heavy; all the ditches on the bank side having been filled in by slides for over two-thirds of the entire distance; other repairs, same as in Section 4.

The work done on Sections 4 and 5, during the past season, has been of a most permanent character, and will not require renewing for several years.

The cribbing is composed of large sized timber, barked, and laid down in workmanlike manner. The bridges and culverts are of the best material, substantially built, and the worst places have been well gravelled. The timber on Section 5, from near Pine Grove to Stanley (over 9 miles) has been cut out 60 feet wide. The slides, near Pine Grove, that have yearly caused a heavy expenditure, have been cribbed in a most substantial manner; and the water of Lightning Creek, that constantly undermined the foundations, has been turned into another channel, and a dam built across the former channel; and should the coming season be an average favorable one, the expenditure can be reduced fully one-third.

The stock of animals, carts, tools, and other requisites have been amply replenished, and are now in good condition for next year's work.

The keeping of Section 5 open for travel during the winter, is an additional expenditure over former years, but the public interests apparently demanded it.

DETAILED EXPENDITURE, VICTORIA DISTRICT ROADS, 1st to 31st December, 1873.

Date.	Service.	South Saanich Deviation.	Burnside Road.	McKenzie's to Fiterre's.	Total.
Decr. 8	J. Parker, Meat	.....	8 78	.....	8 78
„ 22	A. Johnson, Repairs	20 00	.....	.....	20 00
„ 31	R. Anderson, Fencing	.....	.....	30 00	30 00
		20 00	8 78	30 00	$58 78

DETAILED EXPENDITURE, VICTORIA DISTRICT ROADS,

Date.	Service.		East Saanich Road, Royal Oak to Reay's	Keeping in Repair Main West Saanich Road.	Burnside Road, to Craigflower.	Shoal Bay to Reay's.	Swan Lake to Royal Oak.
March 4	R. Johns, Clearing Saanich Road	25 00					
,, 17	W. Tierney, Hauling Lumber	2 50					
,, 17	P. Murphy, Constructing Culvert	6 00					
,, 17	E. Grancini, Nails	1 00					
,, 17	J. Sullivan, Labor	5 00					
,, 24	Moody & Co., Lumber	5 40					
April 4	W. Thompson, Contract, Saanich Road			295 00			
,, 7	J. Austin, Allowance on Duty						
May 9	Charles Alexander, Repairs, Saanich Road	7 00					
,, 28	J. Nicholson, Salary	30 80					
,, 28	P. Calvert, Buggy Hire	3 00					
,, 28	S. Jones, Board	7 00					
,, 28	H. Wain, do.	2 00					
,, 28	S. Jones, do.	11 50					
,, 22	C. Malloy, on account of Contract				200 00		
June 5	L. Eckstein, Meals, &c	75					
,, 5	H. Wain, Horse feed	3 00					
,, 5	H. Simpson, do.	5 00					
,, 9	S. Farwell, Travelling Allowance	16 00					
,, 20	W. Veitch, Repairing Culvert	8 00					
,, 20	S. Dean, Clearing fallen logs	2 00					
,, 2	C. Malloy, Balance of Contract	650 00					
,, 2	G. Lyall, Superintending Contract	49 00			699 00		
,, 22	McIlmoyle & Imrie, on account of Contract					1046 25	
,, 8	W. Tierney, Gravelling as per Contract	303 43					
,, 29	Do. do. do.	491 21					794 64
,, 25	Do. Contract		632 50				
,, 20	[illegible]		988 00				
,, 6	[illegible]		398 00				
July 3	[illegible]	20 00					
,, 21	J. S. Drummond, Tinware for Road party	2 25					
,, 21	S. Jones, Board for Road Superintendent	22 50					
,, 20	Joseph Nicholson, Contract in full						
,, 20	Snider & Davis, on account of Contract						
,, 20	Pay Sheet, proportion of wages	14 08					
,, 20	L. Morrell, Axeman	4 00			18 08		
,, 28	W. Thompson, Contract in full						
,, 24	W. Baker, Contract and Extra work						
,, 27	McIlmoyle & Imrie, Balance of Contract					1812 25	
August 3	Norris & Wylly, Copying Specifications	30 00					
,, 3	Ah Mun, putting out fires to Bridge	12 00					
,, 15	H. Jenkinson, Constructing Culvert	4 82					
,, 29	Hayward & Jenkinson, Repairs to old landing	5 75					
,, 31	G. Francis, Buggy hire	5 00					
,, 11	H. Simpson, on account of Contract						
,, 13	D. Kingsberry, Labor						18 48
,, 13	Nicholson & Patten, Contract in full						
,, 14	M. Munro, on account of Contract						
	Carried forward		2018 50	295 00	917 08	2858 50	813 12

from 1st January to 31st December, 1874.

Tolmie's to Prospect Lake Junction.	East Saanich Road, to Telegraph Bay.	Highland and Lake District Roads.	Cadboro Bay Road, to Beach.	Burnside Road Extension.	Cedar Hill Church to Saanich Road.	Mount Tolmie and Cedar Hill Cross Rd.	Cross Road fr. Dean's, via Mount Tolmie, to Fitzallan's.	Beaver and Prospect Lake Roads.	Repairs West Saanich Road, Indian Reserve to Cloake's.	Mount Newton Cross Road.	General Repairs.	Total.
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44 90	44 90
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	295 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3 00	3 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	61 30	61 30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	200 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34 75	34 75
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	699 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1046 25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	794 64
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	632 50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	988 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	398 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44 75	44 75
.....	.....	.....	.....	.....	.....	.....	.....	.....	1340 00	.....	.....	1340 00
.....	.....	337 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	337 50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18 08
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	675 00	.....	675 00
.....	.....	.....	992 00	.....	.....	.....	.....	.....	.....	.....	.....	992 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1812 25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	57 57	57 57
.....	.....	.....	.....	600 00	.....	.....	.....	.....	.....	.....	.....	600 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18 48
.....	.....	.....	.....	.....	397 00	.....	.....	.....	.....	.....	.....	397 00
.....	.....	.....	.....	.....	.....	281 25	.....	.....	.....	.....	.....	281 25
.....	.....	337 50	992 00	600 00	397 00	281 25	.....	.....	1340 00	675 00	246 27	11771 22

DETAILED EXPENDITURE, VICTORIA DISTRICT ROADS,

Date.	Service.		East Saanich Road, Royal Oak to Reay's.	Keeping in Repair Main West Saanich Road.	Burnside Road to Craigflower.	Shoal Bay to Reay's.	Swan Lake to Royal Oak.
	Brought forward		2018 50	295 00	917 08	2858 50	813 12
Aug. 18	Pay Sheet, proportion of wages				6 16		
,, 19	Snider & Davis, Balance of Contract	662 50					
,, 19	Snider & Davis, Extra Gravelling	115 60					
Sept. 21	W. G. Bowman, Buggy hire	5 00					
,, 21	L. Morrell, Wages as Axeman	6 00					
,, 21	Sundry provisions for Road Camp	13 75					
,, 10	Stafford & Goodacre, do.	97 70					
,, 10	G. Nicholson, Team hire	127 87					
,, 14	S. Morrow, wages	48 50					
,, 15	H. Saunders, Groceries	106 05					
,, 15	J. Nicholson, Salary	97 25					
,, 21	L. Morrell, wages	45 50					
,, 30	J. Nicholson, Sundry provisions (proportion)	17 81					
,, 10	Nicholson & Patten, Contract in full						46 98
,, 16	H. Simpson, do.						
,, 19	M. Munro, do.						
,, 18	S. P. Moody & Co., Lumber						
,, 18	S. Morrow, wages	11 00					
,, 18	J. Clarke, do.	35 70					
,, 18	Proportion of sundry vouchers for provisions	22 23					
Octr. 1	M. Munro, Contract in full						
,, 1	J. W. Williams, Buggy hire	45 00					
,, 6	W. P. Sayward, Lumber for Bridges	10 96					
,, 15	Laborers' Pay Sheet, proportion	11 87					
,, 17	L. Morrell, pay as Axeman	5 00					
,, 17	S. Whitley, Buggy hire	2 50					
,, 17	Pay Sheet, Labor, proportion	20 00					
,, 20	J. Nicholson, Salary, do.	7 00					
,, 20	J. D. Mathews, Express hire	3 00					
,, 20	W. Wales, Horse hire	2 50					
,, 5	H. Saunders, Groceries, &c	37 59					
,, 9	Stafford & Goodacre, Meat,	26 66					
,, 15	Pay Sheet (proportion)	397 30					
,, 15	G. Nicholson, Team hire	24 50					
,, 20	J. Nicholson, Salary (proportion)	20 00					
,, 20	G. Lindsay, Butter	8 00					
,, 20	W. Baker, Team hire	31 62					
,, 27	S. Duck, Blacksmithing	5 00					
,, 27	G. Stelly, Team hire	40 50					
,, 31	E. Grancini, Nails, Spikes	4 75					
,, 9	Stafford & Goodacre, Meat	26 66					
,, 15	Pay Sheet (proportion)	307 90					
,, 17	G. Nicholson, Team hire	48 12					
,, 17	Pay Sheet (proportion)	31 35					
,, 20	J. Nicholson, Salary (proportion)	95 60					
,, 20	E. Huston, powder fuse	7 00					
,, 20	G. Lindsay, Butter	4 25					
,, 27	S. Duck, Blacksmithing	5 00					
	Carried forward	525 88	2018 50	295 00	923 24	2858 50	860 10

from 1st January to 31st December, 1874.—*Continued.*

Tolmie's to Prospect Lake Junction.	East Saanich Road to Telegraph Bay.	Highland and Lake District Roads.	Cadboro Bay Road to Beach.	Burnside Road Extension.	Cedar Hill Church to Saanich Road.	Mount Tolmie and Cedar Hill Cross Rd.	Cross Road fr. Dean's, via Mount Tolmie, to Fitzallan's.	Beaver and Prospect Lake Roads.	Repairs West Saanich Road, Indian Reserve to Cloake's.	Mount Newton Cross Road.	General Repairs	Total.
.....	.....	337 50	992 00	600 00	397 00	281 25	.....	.....	1340 00	675 00	246 27	11771 22
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6 16
.....	.....	778 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	778 10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24 75	24 75
540 68	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	540 68
.....	.....	.....	.....	.....	.....	.....	466 00	.....	.....	.....	.....	466 00
.....	.....	.....	.....	1912 00	.....	.....	.....	.....	.....	.....	.....	1912 00
.....	.....	.....	.....	.....	.....	337 50	.....	.....	.....	.....	.....	337 50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46 98
.....	.....	.....	.....	.....	.....	.....	.....	68 93	.....	.....	.....	68 93
.....	.....	.....	.....	.....	.....	456 25	.....	.....	.....	.....	.....	456 25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	107 83	107 83
595 98	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	595 98
1136 66	.....	1115 60	992 00	2512 00	397 00	1075 00	466 00	68 93	1340 00	675 00	378 85	17112 38

DETAILED EXPENDITURE, VICTORIA DISTRICT ROADS,

Date.	Service.		East Saanich Road, Royal Oak to Reay's.	Keeping in Repair Main West Saanich Road.	Burnside Road, to Craigflower.	Shoal Bay to Reay's.	Swan Lake to Royal Oak.
	Brought forward.....	525 88	2018 50	295 00	923 24	2858 50	860 10
Octr. 31	E. Grancini, Nails, Spikes	4 75					
,, 20	G. Nicholson, Team hire.....	25 00					
,, 17	L. Morrell, Wages Axeman.....	16 00					
,, 20	Pay Sheet (proportion)	74 16					
,, 20	J. Nicholson, Salary (proportion).....	16 11					
,, 20	G. Lindsay, Butter	4 37					
,, 19	H. Simpson, Instalment on Contract.....						
,, 15	Pay, Sheet, (proportion)	6 16					
,, 17	G. Nicholson, Contract	297 00					
,, 20	H. McKenzie, Express fare.....	1 25			304 41		
Novr. 9	H. Simpson, Balance of Contract.....	545 50					
,, 9	Stafford & Goodacre, Meat	6 48					
,, 9	H. Saunders, Groceries	7 82					
,, 30	G. Stelly, Team hire	12 38					
,, 9	H. Saunders, Groceries	6 47					
,, 9	Stafford & Goodacre, Meat	7 83					
,, 9	G. Stelly, Team hire	12 37					
,, 28	W. Snider, Clearing fallen Timber						
Decr. 1	W. Wales, Chopping fallen Timber.....						
,, 8	H. Simpson, on account Contract						
,, 8	Do. Constructing culverts						
,, 8	W. G. Bowman, Buggy hire.....						
,, 15	H. Wain, Clearing fallen Timber.....						
,, 16	S. Jones, Board for J. Nicholson						
,, 16	H. Wain, do. do.						
,, 16	J. Nicholson, Salary.....						
,, 16	G. Nicholson, Team hire.....						
,, 18	Pay Sheet, Labor and Team hire						
,, 18	C. Alexander, Clearing fallen Timber						
,, 19	G. Rowland, do. do.						
,, 19	J. T. Dunlop, Buggy hire						
,, 31	G. Nicholson, Horse hire.....						
,, 31	S. Jones, Board for J. Nicholson.....						
,, 31	J. Nicholson, Salary.....						
	Cr., by City Corporation payment, in aid of Road Construction, Beaver Lake.....	248 00					
	Cr., by City Corporation payment, in aid of Road Construction, Moss Street.....	156 43					
	TOOLS AND IMPLEMENTS FOR ROAD MAKING.						
May 15	Mitchell & Johnson, Digging Forks.....	6 00					
,, 15	E. Marvin, Picks.....	7 50					
Oct. 19	E. Grancini, do.	5 25					
Dec. 22	E. Marvin, Sundries	1 25					
	Carried forward.....		2018 50	295 00	1227 65	2858 50	860 10