Mr. I. B. Launders to The Hon: The Chief Comr. of Lds. & Wks. & Sr. Gc.

Copy.

New Westminster.

15th June, 1865.

Sir.

In obedience to your orders of the 8th June, I proceeded to Burrard Inlet by the Road from New Westminster to the 2nd narrows and selected a spot thereon 46 Chains from the Inlet (it being a gravelly ridge falling with a good grade North, South and East) from which I ran a random line to a point on Coal Harbor

opposite

opposite the new Saw Mill Site.
This line however did not prove a
suitable one for a waggon Road
but served to give me an idea of
the direction of my Angles to avoid
the Swamps I had passed, one of
which was of Considerable extent.

I therefore ran my lines nearer
to the Inlet, crossing from bend to
bend being tangent to the H. W
mark at 5 places.

Although I worked from the
Saw Mill Site towards Douglas
Street Road it will be better to
speak of the lines and Country
supposing me to start from the

Douglas

Douglas Street Road.

The first line starts about 55 chains from the Inlet 5° North of west soon descending with an even grade of about 1 in 30, good coarse gravel bottom, moderate timber and light brush, striking a swampy prairie at 40 chains. The Stream meandering through the centre has a gravelly bottom and a good Fall N to the Inlet, the distance across is about 90 yards and will require Corduroying, Common mud Sills being sufficiently high.

The Road will then ascend a Steep bank by two small curves, then through moderate timber, gradually

ascending

ascending good gravelly ground to
about Sixty Chains

From 60 to 80 Chains, Still high
land, gravel bottom, timber light but
much lying on the ground, with a
dense growth of Elder and other berry
bearing bush, the line crossing a
Small swamp of 70 chains.

At 90 chains the ground falls
abruptly to a small Steam requiring
a Bridge of 12 feet: from this Stream
to a Slough falling into the Inlet at
about 1½ miles from the Douglas Street
Road, the ground gently falls, the
bottom still being good, the Standing
timber open, the bush still more

matted

matted. There may also be a little draining required in one or two places for a few yards.

The Slough at 1½ miles which I propose crossing at its mouth (being much narrower at that point than at any other within 150) will require a Bridge of 60 feet.

The Saw Mill in operation on the North shore of the Inlet bears — magnetic North from the end of this line.

The next (2nd line) runs about W. by S. and touches at the Inlet 3 times. Timber Small, ground firm and bush light. The ground however is much

littered

littered by fallen timber.

The 3rd line bears nearly west.
Timber much the same as on last line with
a dense undergrowth of Oregon grape
and other berry bush, gravelly bottom
inclining to sand

The 4th line runs about 5° N
of west the wad and will pass through
a succession of openings, avoiding the
timber much better than skirting the
Inlet, at the same time also escaping
House and garden belonging to Messrs
Hailstones.

The ground although 50 feet
above High Water Mark is sandy clay.

The nearest place that I could

descend

descend the bank to terminate the Road line is opposite Coal Island, having to fall 50 feet from the ravine will require a bridge of 50 or 60 feet and the last 2 chains of the fall to the beach will require Cribbing

The beach here is sandstone (exposed) and clear for traffic.

The whole distance from Douglas Street Road does not exceed 4¼ miles and although a little shallow stripping will be necessary here and there, the expense of Construction will be much less per mile than the money expended on the road from Douglas Street, New Westminster.—

The Hon:
The Chf Comr of Lands & Works
and Surveyor General

Signed — J. B. Launders.

1865 Road

I. B. Saunders

New Westminster

June 15th