

this great defection, however, the diggings were still overcrowded. A question too, which pressed itself on the minds of all, but especially of those who remained, was how supplies were to be transported beyond Yale. The river navigation rendered transportation to Yale comparatively easy, but to get provisions above the canyons in sufficient quantities to meet the demand puzzled the ingenuity of the most anxious. The first men who had crossed had carried supplies on their backs, but these, of course, would not last long, and when they were exhausted it was necessary to obtain more. This difficulty occasioned great distress during the Summer, and as far up as the forks of the Thompson the miners were almost starving. So extreme indeed was the destitution that the servants of the Hudson's Bay Company, stationed at the forks of the Thompson, were reduced to living on berries. During the Summer a limited quantity of food had been brought in by way of the Columbia River, but as it was quickly consumed none of it reached the men on the Fraser, who had to supply themselves in a very inefficient manner by crossing the canyon and re-crossing it with supplies on their backs. How long this condition of affairs would have lasted had Governor Douglas not taken it upon himself to solve the difficulty can only be guessed at, but it is certain that the development of the Cariboo region would have been delayed. When Douglas paid his visit of inspection to the mining region in the Summer he saw the absolute need there was of at once cutting a trail that would be reasonably secure and easy, as hundreds of miners who desired to push north were deterred by the difficulties and dangers attending the journey, and the privations which awaited them at its termination. After due consideration he decided to take advantage of the chain of lakes of which Harrison is the first and Seton the last on the journey north. With portages built between these lakes a tolerably easy route of seventy miles in length would be given the miner from the time he left the Fraser at the confluence of the Harrison River till he again reached the Fraser at Lillooet. Douglas placed his plan before a body of miners and made an arrangement with them whereby they undertook to build the portages. The route came to be known as the Harrison-Lillooet road and proved satisfactory for the purpose it was intended to serve. Men in thousands passed over the road and supplies in comparative abundance reached the Thompson River in the Autumn. Beyond Yale, of course, everything in the form of