

sunk to bed-rock, that the gravel may be hoisted to the surface for sluicing. Deep gravel mining is likewise carried on at Slough Creek and Willow River.

On the fourth day after leaving Ashcroft, the stage arrives at Barkerville, the end of the Cariboo Waggon Road. This road is 280 miles long, and was originally longer, for it began at Yale. As is well known, it was built in the time of Governor Douglas and was rendered necessary by the influx of miners in the opening sixties. To keep it in good repair, thousands of dollars are spent annually. Barkerville is situated among mountains, itself at an altitude of 4,000 feet, too high up for either vegetables or fodder to be grown. One long straggling street that runs by Williams Creek comprises the town. Williams, the richest creek in Cariboo, has already produced \$20,000,000. Nor has all the gold yet been taken out. Balsam, tamarac, spruce and pine are the timber trees.

Though this is the end of the stage line, a big northern country lies beyond. It is the New Caledonia of the early explorers. From Quesnel one may go by trail to **New Caledonia.** many a Hudson's Bay trading post established a century ago and still occupied to maintain the trade in furs. Buffalo and elk are extinct, but marten, lynx, mink, otter, beaver, fox, bear, moose and caribou are plentiful. The caribou or reindeer has an excellent food in the lichen that hangs in threadlike masses from trees. In the sixties, the Hudson's Bay forts were enlivened by the coming of prospectors who by hundreds drifted up from Barkerville and the Fraser River. As a result of the prospecting, gold was discovered in the Omineca, the country north of Fort St.