

pany's stores in the Pacific. Salmon is quite a staple article of food among the native population, who resisted the ingress of gold miners with pertinacity at first, lest they should deter the fish on which they depended for subsistence from ascending the rivers to spawn.

We have already explained at some length* the necessity which exists for railroad communication through British territory between the Atlantic and the Pacific. Since we wrote, projects have been set on foot, and some are already commenced, for establishing a line of railway from Halifax to Quebec. Another company carries mails, by steamboat and canoc, from Toronto to the Red River, and they have obtained a charter for prolonging the operations beyond the Rocky Mountains. This will of course be a work of time; but it is not difficult to see that at no distant period the prophecy which we then made will be fulfilled. Great schemes can only be gradually brought to conclusion. The various companies who have these works in hand are starting from small beginnings, but slow and steady wins the race. We may mention for the information of any who may intend

to go out to the gold-fields, that of the various routes to Vancouver, that by Panama is the quickest. The West India mail packets start for the Isthmus on the 2d and 17th of each month. The length of the voyage is twenty-two days. Trains run across to Panama every day, thence to San Francisco steamers take about fourteen days. Small steamers take the miner up to the Frazer, calling at Victoria for permits, &c., and land him at Fort Yule, one hundred and fifty miles up the river, in the midst of the diggings.

The second route is that overland, through Canada and the United States. Railways and steamers run as far as St. Paul's in Minnesota, and thence a distance of 1200 miles across the Rocky Mountains takes you to the diggings. Expeditions are being fitted out in Canada and the States for this route. Waggon's pass the Rocky Mountains at the Kootanie Pass. The writer remembers a miner in the California fever days, going across alone on foot, and trundling his worldly goods in a wheelbarrow.

The third route is, without change of conveyance, round Cape Horn.

BETA MIKRON.

* See *Fraser's Magazine*, July, 1857.

