

river to Fort Laegley, 25 miles; thence to the mouth of Harrison river 35 miles; up Harrison river 7, and across Harrison lake to Port Douglas, 43 miles; making the entire distance of steamboat travel 175 miles. The time required to make this distance by steamer is about two days—less if the Gulf be crossed during the night. With sail boats or canoes it is a good passage if made in a week or ten days; hence the bad economy of attempting it in this sort of craft, to say nothing of danger, must be obvious to the most inexperienced mariner. At low water, steamboat navigation is somewhat interfered with on the Harrison river by a series of shoals, which at such times causing rapids, it is difficult for even the lightest draft steamers to ascend. At all other seasons such boats go up with the greatest facility, there being plenty of water, and the current scarcely perceptible. The Government has matured a plan for obviating this difficulty, which will be carried into effect the coming autumn. Across the first portage from Port Douglas to Lake Lillooet, 35 miles, there is a mule trail. This trail, constructed last year at a heavy cost to the Colonial Government, leads through a dense wilderness, and being generally in good condition, can be crossed by pack trains in about two days. Over this part of the route there is canoe navigation, by means of the Lillooet river, connecting Harrison and Lillooet lake. But it is difficult and hazardous, especially when the stream is high, and many lives were lost, last summer, in attempts to ascend it; but there was then no other mode of getting over this portage, there being not even an Indian path across it. Now it is otherwise, and though packing is rather high at present, it will no doubt be reduced as the season advances, and should in no event tempt parties to try the dangerous alternative offered by the navigation of this fatal river. The price of packing over this portage, last season, was eight cents a pound; this year it will probably be less, as the number of animals will be greatly increased. The cause of these high rates was the scarcity, or rather entire absence of grass in this vicinity, compelling the owners of animals to purchase hay and grain, at heavy expense, for their subsistence.

Having reached Lillooet Lake, travelers are passed over in small boats, animals and large lots of goods in scows—passage \$2, freight half cent a pound. The modes of conveyance and the prices charged on all the lakes, of which there are three along this line, are the same. From Lake Lillooet to Lake Anderson, 25 miles, is another mule trail. Packing, however, on this is much less than on the other, the distance being shorter, the road easier, and feed more plentiful. At the south end of this portage are the Lillooet Meadows, consisting of several thousand acres of magnificent prairie land covered with a heavy growth of grass, fit alike for haymaking or pasturage. Approaching the other end, the forest begins to open and bunch grass shows itself in considerable quantities, affording

ample feed for stock, and rendering their keep much less costly than on the first portage. This part of the journey can be made comfortably in a day and a half or even a day by footmen, the road, for the most part, always being in good condition. Having crossed this portage, we arrive at Lake Anderson, 18 miles long. Over it, next comes the short portage, one and a fourth mile long, with a wagon road and a team in readiness to convey freight over at the same rate as on the lakes. Having crossed it, the traveller is brought to the last and largest lake of the group, being Lake Seton, 18 miles long, and extending to within four miles of Fraser river. From its foot, good trails extend in every direction into the mines, and all parts of the interior. Here also animals can be procured at low rates for packing, large bands being constantly kept for that purpose. Though the cost of transporting goods will vary with distance, it is uniformly less here than along the route further south, since at this point animals coming in from Oregon accumulate, and grass is abundant, growing not only in the bottoms, but also on the prairies, and even against the sides of the mountains. Traveling and packing through this region is not at all difficult, the country being open and the trails keeping along on the table lands, often for miles without interruption.

But having piloted the miner thus far, he may safely be left to shift for himself, since he is now over the most difficult part of his journey, and pretty well advanced into what may be considered the gold fields, proper of British Columbia. Indeed, when he shall have arrived at the terminus of the Lillooet route he will be, longitudinally, at the centre of the Fraser river mines, with, at least, one hundred and fifty miles of auriferous country to the north, and fully as far above the first diggings met with in ascending the river. Here in the enjoyment of a healthful and invigorating climate; with an atmosphere exempt from sudden change of temperature and undisturbed by storms; encouraged by liberal mining regulations, and protected by impartial laws; in the midst of a beautiful open country and wide-spread virgin mines, the adventurer may reasonably anticipate a success commensurate with his efforts, and may justly consider himself unfortunate if he fails to reap an ample reward for all his loss of time, his heavy expenses and toil.

#### LIBERAL POLICY TO BE PURSUED.

As has been stated, England, no doubt, entertains the purpose of carrying out a variety of grand projects in her British American possessions. The consummation of these plans will, from their very nature, involve a necessity for populating as speedily as practicable her territories on the North Pacific. As a means of hastening that end, she will be impelled to the adoption of a liberal policy in governing the colonies about springing up in that region. This she has signified her intention of doing, in the most open and positive