

single day, and rush off with resistless speed, making almost every sacrifice, and apparently regarding nothing valuable in comparison with a passage paid to Frazer River, and a bare sufficiency to set foot on the new diggings in the north.

"Since June 5th the following vessels have sailed for Victoria and ports on Puget Sound:—June 5th, bark Gold Hunter; June 7th, steamer Republic; June 9th, steamer Commodore; June 10th, schooner Giulietta; June 12th, steamer Panama, ship Georgiana, bark Adelaide, sloop Curlew; June 14th, ship William Berry; June 15th, bark Live Yankee; June 17th, steamer Cortes, schooner Kosuth; June 18th, schooner Osprey, bark Madonna; June 19th, steamer Santa Cruz. This is the list for the past fortnight of those vessels which have cleared at the Custom-house. Besides these there are several vessels in the trade with the American ports on Puget Sound, which sail under a general coasting license, and carry in the aggregate no inconsiderable number of passengers. The departures for Frazer River from San Francisco have not been less than 6000 in this period of two weeks. The steamer Republic sails for the north again on the 22nd, the Oregon on the 23rd, and the Commodore on the 24th. At least twenty sailing vessels—clipper-ships, barks, brigs, and schooners—are now advertised to sail with quick despatch, some of the smaller class to take passengers through to Fort Langley, stopping at Victoria to obtain permits to pass up Frazer River, at the mouth of which the British steamer Satellite is stationed to guard against unlicensed ingress. The price of first-class cabin passage by steamers to Victoria is sixty-five dollars; thirty-five dollars in the steerage. The sailing craft charge from sixty dollars down to twenty-five dollars. Nearly all the emigration hence will land at Victoria, as Governor Douglass will not issue licenses except at that point. The *Sacramento Union* estimates the emigration from this state to New Caledonia to have already exceeded 12,000. It states that from the 1st of May to the 15th of June 9,500 passengers left Sacramento for San Francisco, against 5,800 during a previous period of six weeks. The excess of travel over the different stage routes to Sacramento and Folsom since the fever set in is found by actual record to be 3,674. What the emigration by the San Joaquin has been is not computed, but the rush from the southern mines is even more general than from the middle and northern sections. The arrivals by up-river steamers in San Francisco during the last week have averaged five hundred nightly of the Frazer River bound, and it is safe to say that the departures from this city for the north have reached the same daily average. Those who have lately travelled through the mountains say that the principal roads in the interior present an appearance similar to the retreat of a routed army. Stages, express waggons, and vehicles of every character are called into requisition for the immediate emergency, and all are crammed, while whole battalions are pressing forward on horse or mule-back and on foot. Of course the shipments of merchandises from San Francisco are very large, to keep pace with this almost instantaneous emigration of thousands to a region totally unsupplied with the commodities necessary for their use and sustenance.