

for the sake of geographical illustration. One was a large map, published from the Land Office of Canada, upon which both the northern and southern Saskatchewan routes were delineated. Elsewhere, Colton's Map of the United States was suspended, with a scheme of ten States between Minnesota and the Pacific, marked with colors and described by names, and which was a part of a plan for the subdivision of all the present territory of the Union into new States. A map of the globe had a broad red line drawn across its face on the latitude of $43\frac{1}{2}$ degrees north, with a view of exhibiting how large a portion of the Pacific coast and of Europe lies north of the southern boundary of Minnesota.

The Chair was occupied by Col. WM. H. NOBLE. J. A. WHEELOCK, Esq., acted as Secretary.

The Chairman briefly referred to the objects of the meeting. He had long been interested in the project of a northern route to California, and while engaged in the prosecution of an enterprise, having for its object the connection of the head waters of the Mississippi with the Bay of San Francisco, by a route which he believed to have advantages over all others—his attention years ago was repeatedly called to the still greater advantages of the more northern route terminating at the magnificent harborage of Puget Sound; and he had only deferred a scheme of exploration which was long since proposed to him, till he had finished his engagements with the Government on the California route. He spoke of the interest which had been every where excited by the proceedings of the previous meetings held on this subject, and read several letters of inquiry from agents of parties at Chicago and elsewhere, who wished to take the route to Frazer River: and in conclusion laid before the meeting the proposition of a gentleman to make an exploration of the whole route.

Mr. MARTIN McLEOD, from the committee appointed at a previous meeting, asked leave, (which was granted,) instead of the special inquiry referred to the committee, to submit the following report:

It will be recollected that at the meeting held at the Fuller House on the 7th inst., a resolution was passed in reference to the choice of three routes for the emigrant road from St. Paul to the Frazer River gold mines in British Oregon. First, by Pembina, Red River Settlement and the north branch of the Saskatchewan. Second, by the South Saskatchewan and the Kootanais Pass. Third, by Gov. Stevens' railroad route on the American side of the international boundary.

For the practical information of those desirous of undertaking the journey, I have hastily prepared some brief notes gathered