

"A new event—a new and most influential element—has lately occurred to hasten progress, which might otherwise seem remote and speculative. The discovery of gold upon the Frazer River and its tributaries was followed by the organization of British Columbia; and the fact is now fully ascertained that the richest and most extensive gold-fields of north-west British America—the Cariboo mines—are so far within the Rocky Mountains, so far up to the utmost sources of Frazer River, as to be practically more accessible from Selkirk than from the coast of Puget's Sound. A propeller upon Lake Winnipeg and two small river steamers on the Saskatchewan, combining with the steamboats now navigating the Red River, would constitute a line from Quebec by way of St. Paul, which would accomplish the journey to the Cariboo district in 30 days. Coupled with the fact that I have received a letter from St. Paul, by way of Portland, to Liverpool, within 18 days, a distance of 5,000 miles, the district of Cariboo can thus be reached from Liverpool, *via* Quebec and St. Paul, in 28 days, and Selkirk in less than 20 days, when the St. Paul and Pacific Railroad is completed. This summer will, doubtless, witness the establishment of such a line of continental transit; once in successful operation, an overland emigration from England and the British Provinces alone would reach thousands annually. During the month of May, 1862, 300 Canadians passed through St. Paul to Fort Garry, expecting thence to make the journey overland to the Cariboo mines, prospecting at the sources of the Saskatchewan, where rumour indicates a counterpart of the surface diggings which have brought the Cariboo region, immediately over the dividing summits of the Rocky Mountains, so prominently before the world.

"The Hudson's Bay Company, with great sagacity, declines any struggle with such a march of events. It would not be surprising if the additional steamers required in the speedy transmission of mails, freight, and passengers to British Columbia were immediately constructed under the direction of the Hudson's Bay Company. Their transportation on Lake Winnipeg and the Saskatchewan has reached a bulk which fully justifies the necessary investment. Having but recently returned from travelling through the State of Minnesota, I have ventured to give you my views as gathered from personal observation."

Since the publication of that letter, the St. Paul and Pacific Railroad has been pushed forward with commendable enterprise. Already 30 miles are completed, 50 miles more graded, and the iron is now on the way for its completion. Not only has this been accomplished in a time of extraordinary financial depression, but the energetic contractors for the road, it is expected, will finish it to Pembina and Breckenridge, a further distance of nearly 500 miles, the terminus being the boundary-line of the United States and British Columbia. The footsteps of the cohorts of civilization are pushing rapidly forward to the Pacific Ocean.

"I hear the tread of pioneers
Of nations yet to be;
The first low wash of waves, where soon
Shall roll a human sea."

Think of the immensity of such a space opened to the world;