

Cariboo. Considering the delay and expense of such a voyage, some twenty-four adventurous young spirits of Queenston and the vicinity, lured by the "yellow root of evil," determined to make the Northwest Passage by land.

Setting out from Queenston on April 23rd, 1862, the first link of the journey was to St. Paul, then a busy little town and rapidly growing, but giving no indication of its future greatness. Their route was by rail and boat to Milwaukee, and thence by rail and river steamer to St. Paul. Here the party transferred to Burbank's stages for Georgetown on the Red River, distant about three hundred and twenty miles in the same general northwesterly direction now traversed by the main line of the Great Northern Railway. The stages travelled fifty or sixty miles a day. Georgetown was at that time the head of navigation on Red River. It had been promised them that the steamer *International* would be ready on May 10th to leave Georgetown on her maiden voyage to Fort Garry. The party had consequently timed their movements to arrive at Georgetown on May 9th, only to find the *International* quite unfinished. After eleven days of watchful (but not patient) waiting it was announced that the steamer would sail on May 20th.

During this enforced delay every stage-coach had brought to Georgetown other adventurers bound for golden Cariboo to swell the waiting list, and when the *International* cast off her lines she carried the original party of twenty-four, now grown to one hundred and fifty or more. Unfortunately the steamer was found ill-suited for the river; though drawing only forty-two inches of water, yet her length, one hundred and fifty feet, rendered her extremely difficult to handle in the tortuous stream. In consequence the trip occupied seven days. Accidents seemed to haunt the *International*. It appeared to be impossible to keep her in the channel. Scarcely had she covered two miles the first day when she ran into the brush that lined the banks, tearing off both her funnels. The following day the engine broke down, and the vessel was run ashore for repairs. The next day, while backing in order to turn a sharp bend, she struck the bank and damaged her wheel. Another day she broke her rudder and ran ashore.

Her Majesty's birthday occurred while the *International* was still in the land of the free. The diary thus succinctly describes the day's celebration: "At twelve o'clock noon, hoisted the stars and stripes; twelve-fifteen hoisted the Union Jack, and immediately after fired a salute and immediately after sang 'God Save the Queen.'" Two days later Fort Garry was reached. Hargrave speaking of that