

ment to have a Pacific railroad from Canada built, and ultimately to carry their China and India trade of the Pacific through the British possessions; and knowing as we do the advantages they have for that enterprise, it behooves us to use every effort to first occupy that ground, for, if it is of advantage to them, how much more so is it to us. As to the country on the west, the passes north of the 49th parallel, in both the Cascade and Rocky mountains, are lower and easier of access than those within our territory. Following the Fraser river, and its Lillowit or Harrison River branch, thence crossing to the upper Fraser, they have a low pass to the navigable waters of the upper Columbia river. So the trade that we now carry on with the gold mines of the Columbia River valley, by the navigation of that river for 250 miles north of the 49th parallel, will be carried west through British Columbia. These mines have yielded as much as \$500 per day to the men for weeks, and from a single claim over \$100,000 of gold has been taken. These are the local inducements that the English have for building a Pacific railroad, and they have been constantly at work to ascertain the most practicable route by which they can connect their gold fields with the rich agricultural country of the Saskatchewan, that only awaits an outlet, when its resources will be rapidly developed.

In their route from Canada the only difficult portion is that north of the lakes in reaching the Red River of the North. Yet there they will have the navigation of the lakes; so that will not prevent them from establishing their route, and making the east and west termini two great depots of British trade, drawing to them at the same time the resources of our whole country along the boundary from Lake Superior to the Pacific ocean. Whereas we, by building the North Pacific railroad, will draw the wealth of their country into our coffers, as we are now doing, by the navigation of the upper Columbia, and the trails opened by the northwest boundary surveying parties to the Kootenay gold fields, and eventually we will fall heir to all British possessions. It therefore becomes a necessity that we should have a road near our northern border, not only as the most direct route to China, India, &c., but to save our own resources, or they, with the vast Saskatchewan and British Columbia, will be drained west over the islands now in dispute, and via Victoria, Vancouver island, out through the Fuca strait, giving England the control of that commerce. Thus the vast lumber trade of Puget sound, and the limestone and coal of the islands, will be lost to American interests, to say nothing of the fisheries that are soon to become the most important of the world.

If that country had been better known at the commencement of the discussion of the Oregon boundary, instead of the talk about trading all Oregon for the Newfoundland fisheries, our rights to the claim for 54° 40' would have been insisted upon, which would have given us by far more extensive fishing grounds than those of the Atlantic.

With regard, I remain your obedient servant,

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