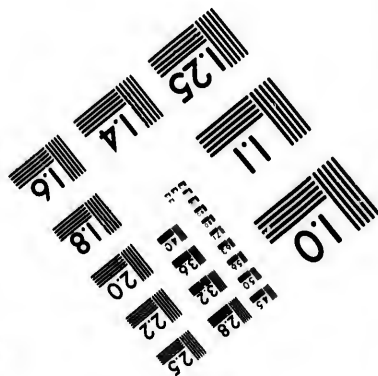
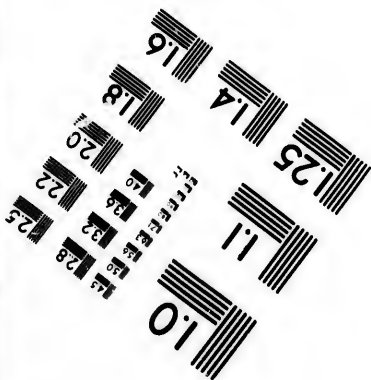
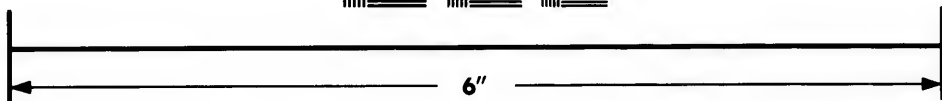
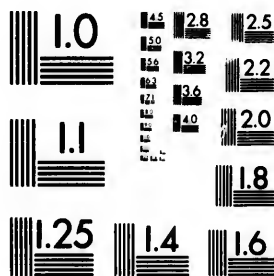


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

1.5 2.8
3.2 2.5
3.6 2.2
4.0
8

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

10

© 1982

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/
Couverture de couleur
- Covers damaged/
Couverture endommagée
- Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- Cover title missing/
Le titre de couverture manque
- Coloured maps/
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- Bound with other material/
Relié avec d'autres documents
- Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure
- Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.
- Additional comments:/
Commentaires supplémentaires:

- Coloured pages/
Pages de couleur
- Pages damaged/
Pages endommagées
- Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached/
Pages détachées
- Showthrough/
Transparence
- Quality of print varies/
Qualité inégale de l'impression
- Includes supplementary material/
Comprend du matériel supplémentaire
- Only edition available/
Seule édition disponible
- Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image/
Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

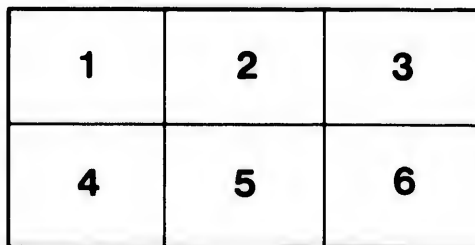
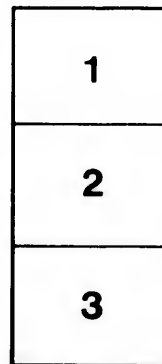
University of British Columbia Library

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shell contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

University of British Columbia Library

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

ails
du
diffier
une
page

rata
o

elure,
à

PRICE ONE SHILLING.

70/2

CARIBOO,
THE NEWLY DISCOVERED
GOLD FIELDS
OF
BRITISH COLUMBIA,
THE RICHEST GOLD DEPOSITS IN THE WORLD

YET DISCOVERED, FULLY DESCRIBED

BY A RETURNED DIGGER,
WHO HAS MADE HIS OWN FORTUNE THERE, AND ADVISES
OTHERS TO GO AND DO LIKEWISE.

"Men at these diggings get from three to ten ounces per day."—*See Times, February 5th, 1862.*

TO WHICH ARE ADDED,

PARTICULARS OF THE COUNTRY, CLIMATE, RIVERS, POPULATION, TRADE, &c.
OF BRITISH COLUMBIA AND VANCOUVER'S ISLAND,

WITH THE BEST ROUTES FROM ENGLAND.

TOGETHER WITH THE WHOLE OF THE

Government Information relating to these Colonies.

EIGHTH EDITION.

London:

PUBLISHED BY DARTON & HODGE, 58, HOLBORN HILL.

BANK OF BRITISH NORTH AMERICA.

Established in 1836.—Incorporated by Royal Charter in 1840.

PAID-UP CAPITAL—ONE MILLION STERLING.

LONDON OFFICE:
7, ST. HELEN'S PLACE, BISHOPSGATE STREET.

COURT OF DIRECTORS.

HENRY BARNEWALL, Esq.
T. H. BROOKING, Esq.
ROBERT CARTER, Esq.
WILLIAM CHAPMAN, Esq.
WILLIAM R. CHAPMAN, Esq.
JAMES JOHN CUMMINS, Esq.

J. B. ELIN, Esq.
OLIVER FARRER, Esq.
ALEXANDER GILLESPIE, Esq.
FRANCIS LE BRETON, Esq.
THOMAS HENRY MILNER, Esq.
JOHN RANKING, Esq.

Bankers—BANK OF ENGLAND; MESSRS. GLYN, MILLS, AND CO.

ESTABLISHMENTS IN THE COLONIES.

General Manager—THOMAS PATON, Esq.

MONTREAL,
QUEBEC,
TORONTO,
KINGSTON,
HAMILTON,
BRANTFORD,
LONDON,
OTTAWA,
DUNDAS,

CANADA.

HALIFAX, NOVA SCOTIA.
ST. JOHN, NEW BRUNSWICK.
VICTORIA, VANCOUVER'S ISLAND.

AGENTS IN NEW YORK.

MESSRS. R. C. FERGUSSON, F. H. GRAIN, and JAMES SMITH, 29, WILLIAM STREET.

The Bank **GRANTS CREDITS** on its Branches in all the North American Colonies, and on its Agents in New York, payable on presentation; similar Credits are granted at all the Branches of the Provincial Bank of Ireland, of the National Bank of Scotland, and by the Royal Bank of Liverpool, the Manchester and Salford Bank, and the Birmingham Town and District Bank.

The Bank also purchases or forwards for collection Bills on America, and Coupons for the dividends on American Stocks, and undertakes the purchase and sale of Stock, and other money business, in the United States and in the British Provinces.

By order of the Court,

C. McNAB, *Secretary.*

7, ST. HELEN'S PLACE, BISHOPSGATE STREET, LONDON, E.C.,

March, 1862.

BR

WHO F

"Men at the

PUBLIS



CARIBOO,
THE NEWLY DISCOVERED
GOLD FIELDS
OF
BRITISH COLUMBIA,

FULLY DESCRIBED

BY A RETURNED DIGGER,

WHO HAS MADE HIS OWN FORTUNE THERE, AND ADVISES
OTHERS TO GO AND DO LIKEWISE.

"Men at these diggings get from three to ten ounces per day."—*See Times, February 5th, 1862.*

EIGHTH EDITION.

London :

PUBLISHED BY DARTON & HODGE, 53, HOLBORN HILL.

1862.

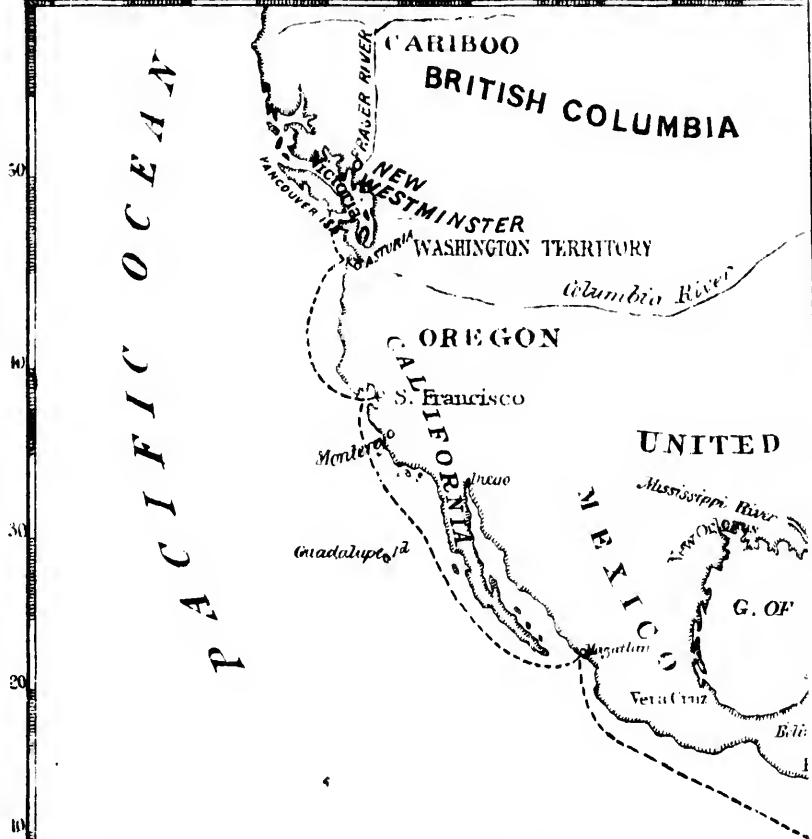




140

120

100



Plan of
WHEATLEY, STARR & C
Steam Ship Route
California and British Colum
As Shewn by the Dotted Line.

140

120

100

140

120

100

80

60

PACIFIC OCEAN

50
40
30
20
10
0
10
20



Plan of
WHEATLEY, STARR & CO'S
Steam Ship Route to
California and British Columbia,

As Shewn by the Dotted Line.

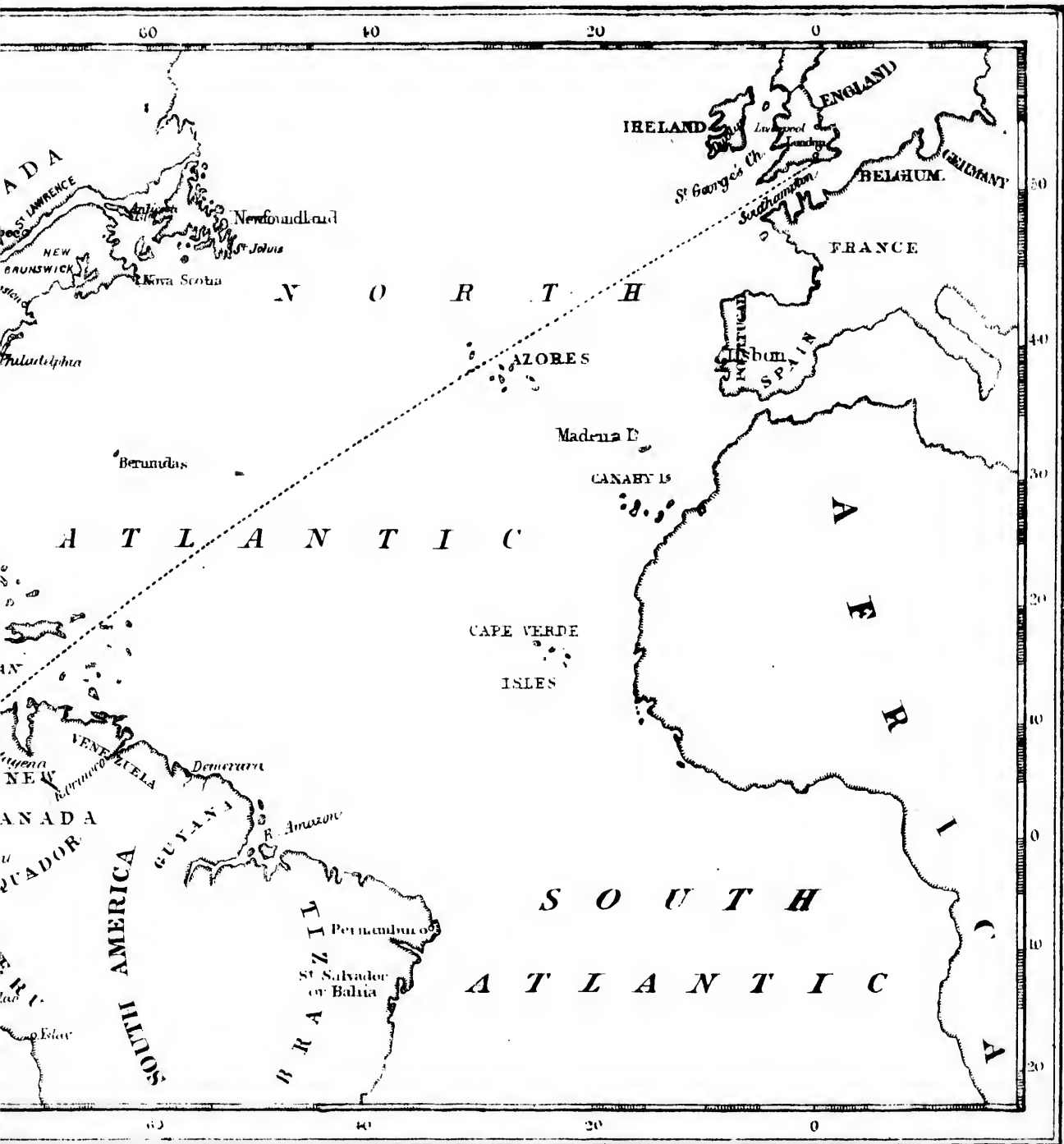
140

120

100

80

60



CHA

CHA

CHA

CHA

CHA

CHA

CH

CH

CH

SON

CONTENTS.

	PAGE
CHAP. I.—What I did and what I got	1
CHAP. II.—My notions of British Columbia	13
CHAP. III.—Various routes and tariffs to British Columbia	26
CHAP. IV.—Your outfit	29
Single man's outfit	<i>ib.</i>
Single woman's outfit	30
CHAP. V.—The voyage out	31
Offences at sea punishable in the colonies	33
Abstract of the United States Passenger Act of 1855	<i>ib.</i>
Maintenance on arrival of a passenger ship	35
CHAP. VI.—Rations and provisions in all passenger ships during the voyage	40
CHAP. VII.—Medicines	42
CHAP. VIII.—Tools	43
CHAP. IX.—Concluding remarks. Hints to gold diggers how to keep their gold; what to do with it when they have got it; and how to keep their health at the diggings	44
Some account of Vancouver's Island and British Columbia	45
The gold region of British Columbia	49
Government information relating to the new gold fields in British Columbia	59
The Colonial Secretary's information	60
Geography of British Columbia... ..	61
Crown lands of British Columbia	62
Vancouver's Island	64
Government report (1859) of Victoria, the capital of Vancouver's Island	66
Privileges of aliens in British Columbia	<i>ib.</i>
Climate of British Columbia	67
Climate of Vancouver's Island	68
Gold regulations	<i>ib.</i>

	PAGE
Population, revenue, and expenditure of British Columbia and Vancouver's Island	69
Assay office of British Columbia	70
Banking accommodation of British Columbia and Vancouver's Island	<i>ib.</i>
Legal and medical practitioners in British Columbi and Van- couver's Island	<i>ib.</i>
Sale of waste lands in the colonies	71
Government emigration officers in the United Kingdom	72
Routes, &c., from Quebec to the principal points in Canada and the northern and western states of America	73
Aliens, naturalization and land-holding rights of, in the United Kingdom and all colonies	74
Canada, Vancouver's Island, and British Columbia	75
Remittance of money to assist emigrants on arrival in Canada and New Brunswick	76
Postscript	77

A RETURNED GOLD DIGGER'S NARRATIVE.

CHAPTER I.

WHAT I DID AND WHAT I GOT.

I HAVE been asked to make a plain statement, as a returned gold digger from Cariboo, in British Columbia, of what I did for myself in that splendid colony, and what I got by my stay in that quarter of the world.

I shall make a plain story of it, simply because I am a plain man. Mind, I am not a labourer in the ordinary sense of the word, or the chances are I should not be writing a book—good, bad, or indifferent. I don't care one straw so long as I speak out my mind and just say what I know to be the truth, and what I think will do good for others, since what I have done seems to have turned up trumps in my own case—or rather, I ought to say, which I turned up myself.

Through this statement I have no doubt the reader will often think that for a gold digger what I know seems to be pretty clever, but I may state at once, and without any hesitation, that for three years, and *more*, I have been picking up information here and there, and scraps out of newspapers everywhere, all bearing upon emigration and emigrants, and gold mining.

And I have also drawn pretty liberally upon different government books, pamphlets, and papers; so I do hope that altogether I have managed to put together such a mass of notes and hints as for real honest value is not to be found every day in the week.

And as people like to know something of the man they are reading about, I may just say a few words at once about "what I am," and have done with it; I was, as a boy, the son of a small farmer who owned some land. As a young man I worked that farm after my father's death; and as I worked hard, early and late, I need not say I did not lose money over it. Between you and

me I don't think the man who works early and late, and who has anything at all of a chance, *does* lose money as a rule. Of course there are exceptions, but I don't much care about them. Well, I worked the farm, and made it pay very decently, but I had a longing for a brisker life. The seasons came and went, and I was gradually making money; but I wanted a change. Now, I don't say for one moment that every man who wants a change does right to take it, because there are some men who never want anything else; but I do say that if a man has kept steady to a trade for many years, as I did at farming, till I was between twenty-five and thirty years of age, that if he then feels he can't do without a change the sooner he takes it the better. I have said I am not an uneducated man, though I know I am far from a learned one, and my knowledge told me that when I felt an unconquerable desire to leave my farm and go out to a colony, the sooner I left home the better.

I began in fact to get sick of things about me. It was no use trying to shake this feeling off, though I can tell you I tried in no small way to do so. It got the better of me, and as I had all through my life managed to carry out everything I undertook to do, why I felt pretty sure that if I went out to a colony I should not burn my fingers.

I sold the farm—at a good price, for it was in first-rate condition—stopped in London a few weeks, and then “cleared out” for Australia.

Arrived in that splendid though over-done colony, I turned to sheep-farming, and after one or two hard rubs I managed to make it pay; but banks are banks, and if they break why the hard-working men who deposit money in them are as certainly ruined as the richest and laziest losers. A bank broke—I need not name it, for that would do no good, and I only care to speak of what will—a bank broke I say, and in so doing tumbled me off my legs.

My friends in England looked on that catastrophe, I believe, as a judgment—I only looked on it as an extra misfortune which called for extra work.

I had some money left—but it was not enough to warrant me in carrying on my sheep-farming business, and selling off what flocks remained, I came down to Melbourne to look about me.

I had not been there long when news came about fresh gold fields in British Columbia. “Gold” news, as it is called in Australia, is so stale a subject, and rumours have so frequently turned out to be nothing else, that the statements which went flying about, were heard and forgotten *for a time* by most miners down for a “spend out” at Melbourne. A few men, however, who

heard of the gold deposits of British Columbia did not disbelieve those rumours which so soon became certainties.

I was one of them.

I need not say by what means I reached the north-western coast of North America, but after waiting some time, and putting my shoulder to the wheel, so to speak, vigorously, I at last got a ship, and after a long and stormy passage my eyes sighted Vancouver's Island, in the early spring of 1861—I hope to sight British Columbia once more (of which Vancouver's Island does not form a part, though in all probability it some day will)—I hope, I say, to sight British Columbia again before this year, 1862, is ended; for though I may have made enough money to keep me from getting my bread by the sweat of my brow, yet I don't seem to care about settling down at home, and indeed I may tell you that after British Columbia, I care little for England (this is as regards living, I do not refer to England's people). The truth is, that the climate of that colony is so splendid, so magnificent, that it is worth the journey, and even the dangers of the journey (and of these there are many beyond the common run of dangers to which emigrants are and must be open), in order to breathe once more its pure air, and again look at that brilliant sky. On my word as a man, I do think one day there seems as long as two in England—the enjoyment of the climate is so great. In fact I don't hesitate to say that, as far as my knowledge goes, it must be the finest climate in the known world; I never read of such an atmosphere as I found that of British Columbia to be. I started for home just as the winter was setting in, and my experience of it was so pleasant that I hope I shall reach the colony about the same season this year.

And now, perhaps, you would like to know what kind of a man I am? There is a general notion that your only true and successful gold digger is an immense muscular fellow, who could almost fell an ox at a blow. The idea is a bad one. As a rule the miner, though a *strong* man, is not a man of extraordinary strength or make. He must be *strong* man; but, perhaps, you don't know what I mean by that word? I am aware that it is not every man born who is able to dig and go to hard hand labour; but I am quite sure, also, that nine men out of ten have been well enough used by nature to become strong men, and keep strong men if they like.

I was through the main street of London only yesterday, and I am quite sure that nine out of every ten men I saw could become good miners and hard colony workers. They had the *ground-work* of working men in them, and with this one great qualification they might become as strong men as ever were wanted at diggings in any

part of the world, and what is that qualification? I mean *temperance*.

Don't suppose I am a teetotal digger. I am nothing of the kind, but I tell you plainly there is nothing so pulls a man back at gold digging as spirits. They take all the strength out of him; they unman him for a time, and the expense is so great, spirits (especially the good) costing an enormous figure at all gold settlements, that I really think the man who picks up half an ounce a day, and doesn't spend a grain of it in drink, makes, in reality, more by the end of the month than the miner who picks up four ounces a day, and drinks when it pleases him. As a proof of the truth of what I am saying, I may declare that the owners of spirit stores are always safe to make fortunes.

This warning is worth something, for candidly I tell you that the temptation to drink is very great. Whether it is the excitement natural to a gold digger's life, or whether it is the desire to be luxurious and dashing, I know not, but this is certain, that an enormous per centage of gold diggers, and this I know from my own observation, and the experience of other sober men much older than I am myself, an enormous per centage of gold diggers I say, drink extravagantly of spirits.

These diggers who "drink their gold," as they say in Australia, never are worth anything, and they generally die in ditches, unless men more temperate than they have been give them hut or tent-room.

Again, there is another and still greater argument against spirit drinking as a custom with gold diggers. It is this, that those who take much spirits are unable to bear the roughing of a miner's life, and the consequence is that they are ready at any moment to take any disease which may be common, and not unfrequently, in fever times, they fall down in scores, and never get up again.

Mind, I don't say that a little spirit is a very bad thing, but I do say this, that the excitement of a miner's life is so great that not one in six who takes a "little drop" will stick there, and if he goes beyond he becomes just what I warn you against—a fellow who digs for the spirit-store keeper, and who is never worth more than the shirt about him. Nay, I have seen a "drink-miner," as I have heard them called, not even worth a shirt.

Take my advice—don't take the "little" except the doctor says "yes," because it's almost sure to lead to the more, and that's remarkably expensive work. For my part I drank nothing but water and tea all the while I was at the diggings, and I was there long enough to feather my nest warm.

To return to the requisites of a miner, I say it's all nonsense to suppose that only very strong and hardy men are able to live and gain money at the gold diggings. Nine out of every ten men I meet have strength and health enough with a will and a good spirit, and a good temper, together with temperance in *all* manner of ways, to get on at the diggings.

I guess that in a very short time we shall hear more about the gold fields of British Columbia than we ever heard of Australia or California. Just at present, as I saw it put in the *Times* a few weeks back, the amount of gold don't "show" from this colony, for the simple reason, that so far there has been no gold-buying system established at Victoria (the capital city of Vancouver's Island), and therefore no gold exports from it. All the metal goes down to California, whence it is exported.

If I am asked—"would you advise me to go to British Columbia," I would say, "have you got a fair average amount of strength, and have you a stout heart?" and I tell you that a stout heart is worth quite as much as a strong arm, for it keeps one up to the mark. If you answer me "yes," I reply that "strong arms, stout hearts, and good wills, can do pretty well with some prudence to back them, in any colony in the world;" and as I do firmly believe that British Columbia (apart from its value as a gold district) is the finest colony in the world, and all who know anything about the matter willingly declare this to be the case, why I *cannot* help recommending you to go to that colony. For, could all the gold vanish to-morrow, the land, the climate, the natural advantages would still remain, to the great and lasting benefit of the emigrant.

Mind, I don't say that apart from the gold-fields any man will get on in British Columbia. With respect to gold-finding I do say that one man, if he has moderate strength, is as good as another at that occupation after very little practice; but as regards other kinds of labour of course I need not say that farming as much requires an apprenticeship in British Columbia as in the British Isles. Sailing across the Atlantic and up the Pacific will not teach a man how to plough.

Now do understand me aright. I say that British Columbia contains the finest gold-fields in the world; and that any man of ordinary strength, strong will, and temperance will find his account in testing those fields: but apart from that employment the rule which holds good with respect to other colonies holds good here. They don't want any broken-down swells, or printers, or draper's assistants in British Columbia, apart from the gold-fields. The men they want are farm labourers, bricklayers, carpenters,

farmers, graziers, gardeners, and blacksmiths. They want no governesses or ladies' companions, but women (the better educated the better for the colony), who can look after families and houses, who can brew, bake, do all other domestic offices, and meet the husbands, brothers, and employers with smiling faces when the men return from the day's work.

The first question I feel I am asked is, how about provisions? I answer that when I left the colony provisions were as plentiful as gold. But I doubt if they are now. I doubt if they are not so dear as to be almost at famine prices; for when I left the news was flying to all quarters of the world to the effect that the finest gold fields in the world had been discovered. I know the gold digger *well*. I have seen too much of him in Australia, in California (where I stayed a short time to look about me on my way from Australia to British Columbia), and in the new fields—not to know his habits. He is as true to a new gold-field as the loadstone to the pole.

The recent and most exciting news of the new fields reached California long before it reached England. Before I arrived at Southampton it had been talked about at every dust-location in Australia, and I would bet my life that lodgings at Victoria are not at this moment to be had at any money under a good sum, and that the colony is swarming with Californian rowdies and Australian diggers to the number of many thousands.

So, though provisions were cheap as the gold was plentiful when I left the colony, as might well be the case, for there was nothing like so great a demand as supply, I have no doubt that brandy is now worth its weight in silver.

But don't forget what I said—that with temperance you can get on let things be ever so ugly. Even if brandy and wine are worth their weight in silver, or beer and ale worth theirs in copper, yet tea and bread are comparatively cheap; and depend on it, a year or two will bring things to their level, and by that time you will have made enough to snap your fingers at the colony, if you were so disposed, which you will not be, unless you have left relations, children, or mistress at home.

Are provisions *now* cheap at the British Columbian gold fields? They can't be. Why, the number of men leaving London every day for this colony is a caution, though the fare to British Columbia from England is the most expensive to any of Her Majesty's colonies. Now, if in spite of that fact emigrants are leaving for it daily, is it not natural to suppose that emigrants from places infinitely nearer than England to British Columbia have been drafting there for

months past—especially Chinese coolies; I have no doubt thousands of Chinese such as have inundated Australia for years past have arrived and are daily arriving on the new gold fields.

Mind, don't suppose that I say all this to deter you—far from that. Remember I have said over and over again that I believe a hard-working, economical gold digger emigrant can't be off making money in the long run; but I have determined to give a plain statement of what I know, and this I feel to be certain, that though provisions in November last were plentiful enough and cheap enough in British Columbia, I am quite sure such is not now the case.

Last winter potatoes were selling in the colony at tenpence the hundredweight, while flour and other necessaries were comparatively as cheap; and there being no duties levied, tea and sugar were as cheap as in England, if not cheaper; but I doubt whether everything has not gone up a dozen times over by this time.

Well—and what of that? Even at those figures you can live upon two or three shillings a day if you live rather for to-morrow than to-day. I say again I warn you that the *Times* was wrong when some weeks ago it announced that provisions were then cheap in British Columbia. This cannot be the case, I *know*. But I add that cheap provisions or not, it does not matter. A steady industrious man is safe in British Columbia, for this reason, that the colony is not injured by many of the drawbacks which afflict most British colonies. There are no excesses of temperature, no excessive rains, no droughts, and a good and easily reached seaboard.

So far I have not said a word to women emigrants. But if I wrote till I was grey, and I am a long way from that condition, I could not sufficiently assert the great advantages which present themselves to women emigrants. The great curse of the colony so far, as it must always be the curse of any colony in which such a want exists, is the absence of women. I doubt if there was one woman to a hundred men twelve months ago. I am quite sure that now, when I am writing, there must be at least two hundred men to every woman.

There is no better colony to which women can emigrate than British Columbia, for it is an improvement upon home. It is *English*, and the emigrant will no more have to learn American customs than she will have to accustom herself to the horrors of an Australian summer, or the misery of being “helped” by hideous black native and strong-smelling Australians.

There never was such a field for matrimony. I never saw diggers so desirous of marrying as those of British Columbia;

generally gold diggers are not marrying men. They work, spend their money in drink, and work again. Whether this arises from, as a rule, gold fields being in hot latitudes, I know not any more than I know whether to the real, yet improved, English temperature of British Columbia is owing the intense desire to be found amongst the emigrants to settle down and bring up families.

Any decent young woman who reads this may take my word for it that in British Columbia she will find work as soon as she steps on the shore, while she may find a husband before her foot touches it—character to be risked; but there were not many roughs in British Columbia up to the date when, for a time, I quitted it.

Mind, I don't say that I recommend *families* to go out to British Columbia. A family is a burden till a man is established, and I should strongly advise that only *one* in a family should be sent out as a feeler, a steady hard-working and temperate man, who would feel his way and pave it for those who should follow. Let this man have what funds can be spared, and let him do the best with them; this will be infinitely safer than exhausting one's means by carrying out an entire family at once, and hampering them and one's self directly the end of the journey is reached.

And now some account of what I *did* at the new and most auriferous gold fields in the world, may perhaps be acceptable to the reader. I won't say how much I made in the whole, because I don't see any need to do so; but this I do assert, that, being very economical while on the work, and working hard, I made enough in six months to keep me for life, if I choose, while still a young man (which I am), to sit down and make myself easy for life. But this kind of thing I don't care about, and so, as I said before, I shall be off once more to British Columbia almost as soon as you see this book, if you read it immediately it is printed.

I suppose you will not believe that many men during my time at the diggings made 100 dollars (£20) a day average for weeks together. This is a fact, and one easy of comprehension compared with the statement that not a few miners have picked up 100 ounces (£490 worth) in the same space of time. Many miners were in Victoria when I left it early in September last, who had left the city in the spring as penniless as the next pauper, who during last summer made from 1,000 to 10,000 dollars (£200 to £2,000).

Mind, I don't say that every miner made money. There is an old Spanish proverb that says, "While you are likely to gain a fortune in a copper mine, and may in a silver, you are absolutely certain in a gold mine—to lose one. The last three words make all the difference. Gold digging is the greatest lottery in the world, and therefore I

need not say that many miners got claims that were not worth looking at, and which did not contain a grain of gold. But for all that, they made money by hiring themselves out to more fortunate men. I know this, that I paid my helps from 10 to 20 dollars (£2 to £4) per day, and then I thought myself lucky to get them, and I give you my word the cheaper helps had no "go" in them. They had been disappointed in their own lots, and allowed their ill-luck to knock them over. I would recommend no man who lets ill-luck knock him over to go to gold diggings, for it is the most risky kind of work in this world, and wants equal courage. This I am quite sure of, that many a clerk I saw yesterday in the city of London was far stronger than many a man who was earning his fifteen dollars a day at the British Columbian gold fields last summer.

In fact, I don't know but what a little "want" in British Columbia will do it good. Starvation makes a man look about him. There's nothing so thoroughly encourages a man in his laziness as an easily filled belly. Up to last September (beyond which date I shall not speak, for this simple reason, that I personally know nothing at all about the matter), up to last September, I say, want in that colony was unknown. Provisions were as plentiful as the skies were blue, and as there are always so many men in a hundred who will never work more than is enough to give them from hand to mouth, the consequence was that we had out hosts of lazy people. I do hope by this time they have either been turned into hard-working men, or turned out of the colony, for I hate idleness.

Hardship—I never saw any hardship in the colony; but I tell you what I saw—waste. I do not know whether I am most rejoiced or sorry when I see bread kicking about a place. I am glad to know it is not wanted: I am sorry not to be ignorant of the fact that it is wanted elsewhere, and that God's children in some parts of the world are crying for it.

Why, how could hardship exist when there was a beautiful climate, a good seaboard, rich teeming earth, rivers full of splendid fish, and gold as plentiful as hard words in an English workhouse, or dirt in Seven Dials. I heard of cases in which gold was literally taken out of the earth in spadefuls. I remember one case in which a single pan of soil yielded 100 dollars (£20). The man who found it, however, had been drinking for some weeks, he was as poor as any man in the colony, and the excitement at this find was so great that he fell ill of brain fever, and had a narrow escape with his life. The illness not only swallowed up his lucky pan, but his tools were in pawn as well for the expenses incurred; and this idiot of a miner at the time I left in the Panama boat was working at 20 dollars

(£4) a day, and yet was no richer at the end of the week than at its commencement.

I myself had no marvellous find. But I was always at work ten hours per day, though I do not mean to say that I kept *hard* at work throughout those hours, and I gradually picked up the metal. I don't recollect more than two weeks when I was no richer at the end of them than their beginning.

If I were asked the average amount made in the season amongst moderately fortunate miners I should say about £500 to £600. As for myself, as I have said, I worked hard, lived sparingly, and though I had no great finds my claim on the whole was as golden, if not more so, than that of any man in the district.

Miners, however, and as a rule, think that the real source of the gold deposit is yet to be discovered, and that it lies far away from the district in which gold has so far been found. The reasons for this supposition are that the metal is *coarse* and in *very small nuggets*, about 10 to 20 dollars value (£2 to £4). A good many miners came down with me from the gold fields, each with his little sackful of gold. Those, however, who had large sacks went on to St. Francisco; for British Columbia does not yet boast of a mint, though I've no doubt a year or eighteen months will supply this want, as it will the great demand for "money" in this district. As a proof of the masses of gold the new fields are yielding, in September last the other brought down no less than 500,000 dollars worth (£100,000)—and there is plenty more to come. (a)

And while I am writing this very chapter I find that the warning I gave a page or so back is a necessary one. Provisions are going up to an awful figure, and a man, according to an account which left British Columbia about a month after I did, must earn four or five pounds a day to live in anything like comfort.

Gaming, too, has sprung up. It was just beginning to show its ugly head when I was leaving. Gaming was the ruin of Californian miners for years. These fools, however, have learnt that the chances are always so thoroughly in favour of the gaming-house proprietors that the loss of the gambler's money and the gain of the gaming-house proprietor is only a question of time.

And now I warn you fairly that if you take to gambling you may as well stay in England, for you will make no money in British Columbia. All the gaming-house-keepers in California will settle in the Frazer river district, and so will their brethren in Melbourne

" (a) Messrs. Wells, Farga, & Co. (Victoria), shipped last year not less than a million and a half dollars' worth of gold from the district.

and Sydney. Indeed, I feel sure many of them have already started. The new gold fields will swarm with them because they will be quite sure beforehand of making money. With them it will be no speculation; their gaming establishments will be as safe to return them profits as the Bank of England is secure from breaking.

I have seen a good deal of miners' gambling, and so I think I may declare I am an authority on this subject, and I say plainly that a man might as well chuck his gold back into the creek as pitch it on to the gaming table; gaming is the miners' curse all the world over. How this comes to be the case it is not difficult to make out. The life of a gold miner is very exciting, and quite as monotonous. He, therefore, wants some change, and one that must be as exciting as his daily trade. This relief he finds in gaming, and he discovers it to his cost.

But it is all nonsense to say the desire to gamble cannot be got over. How did *I* get over it? and if I managed to fight against it why can't others? I only know I put a strong will on my desire to gamble, for I do not deny that I sometimes had a wish to try my luck at the red and black table, and that strong will had its way. Mind, I don't say this would have been the case had I been in the habit of drinking; but I was always sober, and so, keeping a steady head on my shoulders, I always had a full pocket.

Most of the gold-digger gamblers I have come across have been fellows who could manage a good quantity of liquors, and I believe firmly that the excitement of the drink has been such that they have been quite unable to withstand the temptation of the gaming table. Why, what gains can stand such a drain upon them as £3 or £4 a bottle for brandy, and then being carried by an unsteady hand and a bewildered brain to the gambling house? What gains—not any. They never did, and they never will. I tell you candidly, that if you want to make your fortune in the new gold fields of British Columbia you must go out with a good will to live down to the lowest dollar, and not to spend a cent in waste.

Let provisions get ever so high, and I am quite sure that this summer they will be at double-famine prices, you will make money, even if your claim is so bad that you chuck it up and hire yourself out, if you make up your mind to drink water and be satisfied with bread and a plain slice of mutton. I say I don't care what prices go to this summer, you *will* make money if you are determined so to do; but if you must have brandy for breakfast, the best tobacco to be bought for your own smoking, and champagne on Sundays, why I guess you had better think twice before you leave the old country.

I cannot give a better evidence of the value of temperance to a gold digger than pointing to those Chinese labourers who are to be found on the gold fields of Australia and California, who were arriving in British Columbia in hundreds when I left, and who are now, I am quite sure, flocking to the district in thousands upon thousands. These men, generally speaking, are miserably poor when they reach the gold fields, are generally in bondage to speculators who have brought them over, and have to work their way to freedom. And yet, in spite of these drawbacks, and still further in the very face of the fact that they are not strong men, while their social customs keep them in a continuously weak and miserable condition, yet in the course of a few years these men amass enough money to carry them back to independence, and even to luxury, it is said, in their own land.

And how is this? These men are, as regards their food, the most temperate human beings possible. They eat scarcely anything but rice, and the cheapest possible animal food; they drink nothing but water and coarse tea; and they work hard. They are healthy too, notwithstanding this hard work, their natural constitutional weakness, and indulgence in those social habits to which I have already referred, but which I cannot with decency more strictly define. How is it that these Chinese make money and maintain their health under these circumstances? Why, they are temperate; as a rule, you do not see these diggers drunk, and you certainly do not mark them at the gaming table.

Of course I am speaking generally, because I do not mean to say that I have never seen a Chinese gold digger none the better for liquor, nor one of them at the rouge et noir table. I have—but exceptions prove rules, you know.

Well, if in the case of these worn-out looking Chinese temperance does so much for them, what will it not do for strong, hearty, and free Britons? Do—there's no knowing what it will not do. It will give health, fortune, and a happiness that will make one year as gay as a dozen. Mind—let me say once more—I am no teetotaler. I laugh at the idea of a man requiring to swear that he will not touch fermented liquor, and I am almost as willing to laugh at a man who prides himself upon never drinking beer, wine, or spirits; but I do say that no man can afford to drink at any gold digging district in this world of ours. No man ever dreams of passing all his life at the diggings. He goes there for a time to make enough money to settle down and enjoy himself according to his own way. Then I say, that while he is at work making his fortune, whether it is ten or fifty thousands, or only as many hundreds, he should give

his whole mind to it—work like a slave and live like one if he ever wishes to have money and time at his finger's ends. A month spent at the diggings in living luxuriously is about equal to two or three years of the same kind of thing in England or France. I say over and over again that the man who wants to make money at the diggings must spend as little cash while on the gold fields as he can. He need not be afraid of "breaking down." Hard work is better contented with plain than good fare; I have tried both plans, and I'm quite sure of this, that I can work much better on a slice of mutton, a hunk of bread, and one or two handfuls of water, than on a heavy dinner and a bottle of stout. At the Frazer River diggings at this moment I guess the latter dinner would cost about twenty times as much as the former.

I have headed this chapter "What I did and what I got in British Columbia." Well, I think I have pretty fairly told what I did and what I got. I worked and lived temperately, and I got a decent small fortune, as I have said, enough to keep me for life without working, if I did not love work for its own sake.

Before I finish this chapter, however, I must just set down another terrible evil which falls upon the gold miner of British Columbia who has given way to intemperance. When he sets out from that colony on his return to England, and the south of North America, his frame is so shaken by his habits, that while the hardy temperate miner is case-hardened for the voyage south, the other is so open to the attacks of sickness that his chances are about five to one in favour of his taking yellow fever directly he nears Panama.

He may get over the attack, but his chances are few, and only too often he is a dead man, and what gold remains after his extravagance in the north is separated from him, for while he is pitched into the sea, his gold, according to the law on this subject, is sold for the benefit of his relations—if they are ever found.

CHAPTER II.

MY NOTIONS OF BRITISH COLUMBIA.

My notions of British Columbia are just those of a plain man who has his eyes open, and who knows something about colonizing and colonies. I have, as the reader already knows, had some experience of Australia, a little of California, and I have a very satisfactory knowledge of British Columbia.

The gold district of British Columbia (and indeed the whole of that colony) has this enormous advantage over the gold districts of Australia and California, that it is agricultural and splendidly watered. The gold fields of British Columbia not only produce gold, but they are composed of some of the finest agricultural land in the known world, and specially advantageous to the English farmer, as the rules of farming which hold good in his own land are equally valuable throughout this colony. The English farmer does not have to unlearn his trade as in Australia, or forget it as in California. He is able to begin at once with mother earth just as though he were in Kent or Devonshire, and under precisely similar, or rather improved, circumstances of climate, seasons, rules of crops, and rotations. Therefore, I may as fairly speak of British Columbia as an agricultural as a gold colony—for then if gold digging fails the plain field is ready for cultivation, a field which, with hard work, never can prove unproductive, and for the produce of which there will be a steadily rising demand for many years to come.

I do not hesitate for one moment to recommend these countries to the labouring man and the rough mechanic. They will, speaking broadly, earn from two to five times as much a day as anywhere in England. Of course I am speaking now apart from the gold mines—at which they may or may not make a fortune, as the case may be. But it must never be forgotten that gold digging is just a regular lottery. Why, in the very best California days there were just as many dismal-faced miners coming down from the mines and swearing they were not worth the working, as there were happy-faced men going up to the gold district with the belief that a month or so would see them millionaires.

If I am asked is there any opening for professional men—such as doctors and lawyers—I answer that they want none of the latter in British Columbia. The colonists and miners, without being lovers of lynch law, are given to a kind of equal man-to-man settlement of disputes, which does away with the want of lawyers. I never saw a “solicitor’s letter” in British Columbia. As for doctors—of course there is some call for them; but not much. Apart from the salubrity of the climate, and the fact that the general employment of the colonists keeps them in health, there is a general feeling to knock through illness by *more work*, and it is astonishing what a successful medicine that kind of thing is. Certainly there are openings for a few doctors, but I should seriously recommend that those of the faculty who make tracks to British Columbia should be men who are able to turn their hand to other trades than their own. Candidly, all ideas of professional dignity must be

pitched over board before they leave the ship, or they will go a good way towards injuring their owner.

As to farmers—why, where there is good and cheap land the farmer who has on his shoulders a head worth calling one cannot starve. In British Columbia there is good land, and cheap land, and, as I have said, a rising demand for all farm produce, but still I would not advise a farmer *with a family*, if he can make a moderate living at home, to emigrate even to British Columbia. In fact, to speak very plainly, and in all cases it is by far the best way to do so, I would recommend people in England with families to keep them there, and themselves too, unless they can provide at home for the children, and go out as single men and pave the way for the little ones. Children, and even a wife, are millstones round the neck of an emigrant. That which he would venture to do if he were alone he will hesitate to begin if he looks into the eyes of wife and children, and remembers that they depend on HIM. There is an old proverb—*nothing venture nothing have*. The man with wife and children ought not to be venturesome; and new colonies require to be peopled by venturesome men. The argument seems pretty clear. Adventurers in British Columbia, whether married or not, and especially the latter, should be free to work by themselves.

Mind, don't suppose for a moment that I am arguing against the presence of women in a colony. My experience tells me there can be nothing more damnatory in any colony than the want of women; but I do say this, that *dependent* women ought not to be carried into a new colony. The women who arrive to bless it should either be destined for the arms of the husband who singly—alone has established himself at the new home; or steer towards old lovers; or be in expectancy of new ones. Do not look upon that sentence as indelicate. It is the duty of women, I do believe, and one they feel is theirs, to marry, and I know no better woman's mission than that of going out to colonies already provided with well-to-do, strong-hearted, and strong-bodied men, who have worked in order to support themselves and the wives they long for. I have seen the change for the better produced in a small colony by the coming of only a score of women. I do really believe that they suggest to men, who when alone are apt to be lawless and harsh, the memory of their mothers and the homes, more or less happy, of their youth.

And I want to lay it down at once that I have no wish for any man who reads this book to accept every line in it as bible truth. New colonies, as I know, change so rapidly that what may be gospel concerning them to-day may, by the end of six months, just as well apply to the other side of the globe. Thus it is that in

putting this work together, I rather look at the early future than the past of British Columbia—that future in which the intending emigrant will visit the district, and not that past during which I was a colonist in that part of the world. This future I build upon my experience of other colonies and gold-mining districts. I say once more, don't take all I say for certain, but judge me on my entire merits. Read the book through, and form your own belief on it.

The agriculturist most wanted in British Columbia at the present moment, is the small farmer, who here at home tills a few acres. The best way of working is in partnership with one or more men of a similar standing. The working in partnership will soon make enough to provide sure homes for wives and little ones; and when such is the case, wives and children, or sweethearts, can be sent for.

I would not advise farming on a large scale, because, as I have said, the circumstances of to-day in a new colony may widely differ from those which will exist six months hence; and secondly, for the reason that large farming requires large labour; and as in British Columbia labour is, and will be for some years to come, extremely expensive, a large outlay of capital would be certain, while the chances of an equally large return would be doubtful.

The farmer, to *make* money at once in British Columbia, is he who depends entirely on his own labour and common sense. Such a man can buy land on easy terms, land which in a few years will be worth fifty times the present price, and the yearly value of which will steadily rise, so that a sale at any time must be a source of profit. Nor is it necessary to pay the entire purchase money before entering on possession. Instalments are taken, and so although the price per acre is only four shillings and two-pence, yet an immediate payment of that sum upon the purchase of every acre is not required.

This land will be a source of future wealth to the tiller's children, and certainly in the meantime be a maintenance for himself. I know of no better way in which the father, or the man who hopes some day to be a husband and a father, can do his duty to the existing or hoped-for children than in working hard himself as an agricultural emigrant for the benefit of those belonging to him, whom, in the course of nature, he will leave behind upon this earth.

The emigrant, however, need not *purchase* land unless he is willing. He can "squat" upon unsurveyed lands the title of which he may make sure of getting when they are surveyed, up to which time the only expense to which he can be put, will be one small registration fee. Of course good lands in the neighbourhoods of

towns are pretty well all appropriated by this time, and I tell proposing settlers at once that they must be prepared to rough it at first, with no other faces to look upon than their own, which will be cheerful enough if they work hard, and are determined to put a good face upon matters.

Though the extent of really good land in British Columbia is certainly small compared with mountain and forest tracks, yet it is very large in proportion to the number of inhabitants. The soil is everywhere fertile, though in many places it is extremely light and sandy.

With respect to the climate of British Columbia I have already said much. That of the sea coast is milder and finer than that of England, but it is wet in winter. In the interior the winter is drier and colder than the same season in England, while the summers are proportionally hotter. Some tales of suffering from the climate have spread to the coast and thence reached home, but these calamities arose from want of food and shelter; and I know in some instances the victims were either weak-hearted men, who had to thank themselves for their misfortunes, or drunkards whose miseries lay at their own door, or foolhardy adventurers who have mistaken rashness for courage (qualities as far apart as the poles), and suffered accordingly.

Men fond of sport will not be destitute of it in many shapes who go to British Columbia, and it already affords the chief and healthiest amusement amongst English settlers. Game is plentiful, and of no mean sort, consisting as it does of bears, deer, and elk, together with grouse, partridges, and wildfowl. Sport, however, is not the easy work it is in England, owing to the density of the forests and the rank growth of underwood.

There is also another drawback to the pleasure of sporting; I mean the rattlesnake, but, on the other hand, this is the only noxious animal or reptile in the colony, and even the rattlesnake is confined to the interior of the mainland.

The mosquito seems to be a necessary adjunct to gold digging, for wherever, all the world over, you find the one the other is not far away; it is, in fact, generally a great deal too near to be pleasant. Nor is Frazer's River an exception to this rule, though from the high latitude of the district the mosquitoes are neither so numerous nor so formidable as in other gold mining districts. However, in Victoria (the metropolis of British Columbia and Vancouver's Island, as I dare say you know) not one of these nuisances is to be seen; at least, I never saw, nor felt the sting of, a single specimen.

And now I approach a question which I fancy many of my readers

wish to ask—what are the chances for broken-down gentlemen or clerks, and men with soft palms to their hands, generally? My answer is this, that nature can make those hands as horny as any in the world, and that the outcry against this kind of emigrants is monstrously absurd and—worse—unjust. Mind, I do not wish to raise any false hopes. Broken-down gentlemen and clerks would take at first the very lowest places in the colonies. But what of that? The lowest places in a new colony, and especially in healthy British Columbia, are worth having, if they are well worked. I think a strongish, or rather let me say, I think a healthy, willing, broken-down gentleman or clerk has pretty well as good a chance in British Columbia as any other kind of man if he goes the right way to work. In the first place, he must look upon himself as ceasing to be an outside gentleman (let him keep one at heart by all means), he must regard himself as a common labourer knowing nothing about common labour. He must strive to consider himself as, for a time, below the common labourer in value in the new colony; but I do apprehend that if he does this he will soon rise by virtue of his education and self-respect to something superior to that labourer. I do not think the case can be otherwise. I have known very clever sheep and agricultural farmers in Australia rise out of broken-down gentlemen. For instance, there were the nephews of Lord Brougham. They went out to Australia perfect gentlemen (though not by any means broken-down ones); taking kindly to the new life they roughed it with the rest about them, and were very soon the equals in real hard-working powers with any of their neighbours.

And yet, as there must be a cause for every effect, I dare say there must be a cause for this wide-spread belief, that a “gentleman” is no good in a new colony. I take it this idea is founded on the fact that in all colonies a number of loafing young men are to be found who have clearly done nothing in all their lives, and who will not work to save themselves from death. They are spoilt sons of good families, or youths who have gone wild, and who have been sent out by their families as a last resource. They would never do any good for themselves anywhere, and, therefore, do no colony burdened with them any benefit; but so far from the colony not giving them bread, I doubt if half of those unhappy persons, belonging to this kind of emigrants, which have come under my notice, could have lived without resources a quarter the time in the old country they have in the new.

Plainly, gentlemen, and all emigrants affecting a gentlemanly standing, must, in going to British Columbia, or any other colony, look upon their education as a something which must be only for

their "moral, not their social, guidance.' (a) For instance, I do think a man without a trade ought not to hesitate at taking a place as waiter at a restaurant, of which I found plenty kept by enterprising Frenchmen in Victoria and small towns; or as shopman at any kind of business to which he could turn his hand, if it should not be strong enough to grasp a spade, which instrument is certainly the most valuable, and the best paying, in British Columbia, as it is that of most young and unsettled colonies.

Even a shoe-black's is not a bad trade, since the charge for brushing shoes is just one shilling, while the wages men-servants get are from £5 to £8 a month, together with board and lodging; the latter no inconsiderable item, for house-rent in the colony is exceedingly high. All this news is enough to frighten the professional gentleman who wishes to maintain a regard for his profession; but it is good tidings for washerwomen (who get 12 shillings per dozen in British Columbia), shoe-black boys, and maids of all work.

Of the latter—the maids of all work—I must say that they would be as welcome as flowers in May, and, indeed, they would very soon become wives of all work, for if there is one thing more than another a miner sighs for after a hard day's work, it is to see either his tent, or his log hut, brightened up by the smiles of a woman, and tidied up by woman's hand; for truth to tell, men themselves are but poor hands at keeping a hut or a tent in order. It is one of the misfortunes of British Columbia in general, and of the mining districts in particular, that they possess few women. Especially at the gold fields, men stand up to look at a woman go past, and I have known the arrival of a fresh female face in a gold digging district create such a stir that the miners have knocked off work for the day, and had a kind of here and there meeting over the event. Whence the new arrival has come—what she is going to do—who has sent for her—has she come of her own accord—and who knows her—these are the questions asked a hundred times over amongst the little groups which assemble on such high days and holidays, as those upon which women arrive at the diggings. (b)

(a) I am partly indebted to a friend for these observations on the emigration of gentlemen and clerks to British Columbia and other English colonies.

(b) A correspondent writing in the *Times* also takes notice of the want of women in British Columbia in the following sentence, so characteristic of the leading paper, both in tone and philosophy.—*Ed.* "I believe there is not 1 to every 100 men at the mines; without them the male population will never settle in the country, and innumerable evils are the consequence. A large number of the weaker sex could obtain immediate employment as domestic servants, at high rates of wages, with the certainty of marriage in the background. The miner is not very particular—'plain, fat, and 50,' even, would not be objected to; while good-looking girls would be the nuggets, and prized

And I guess I need not say that the new-comer does not remain long without a husband if she is willing to take one. Nor will she be long unwilling, for to tell the truth, she is so pestered with offers till she is a wife, that she chooses a man if it is only to be well rid of the rest; and this having been done, the settlers have to wait till the next arrival. But it is weary work waiting, and I have known many a miner send money over to England for the passage out of an English girl or Scotch lassie he has known, more or less, in the old country at home, as the quickest mode of getting a wife. Why, I have heard of more than a couple of cases in which miners sent passage money and offers of marriage home to girls to whom they perhaps, had never spoken, but whom they had known as neighbours friends in England.

Nay, I knew an instance in which a miner wrote off to a woman whom he had never seen and whom he only knew by reading her name in a public report in an English paper of an assault case, in which this girl had given a drunken man in charge for assaulting her. Whether he ever got an answer, or whether his money was sent back, or this girl "reported" herself at the diggings, I know not; for I left the neighbourhood of Frazer River within a week of the posting of the letter in question.

Indeed, I state candidly that I do not think any brisk woman could do better than emigrate to British Columbia. Her chances of gaining work are so great that they may be called certainties, and if she be inclined to marry she will not lack for offers; I may say, after experience in the three chief mining districts in the world, that gold miners make very good and considerate husbands, let what may be declared to the contrary. The miner, as a rule, may be a rough and ready man, and the blow between two of the mining craft may follow the word before its echo is dead, but there is a general kind of broad warm-heartedness shown towards women which gives the lie to the slander that miners look on women as "chattels."

It is true that some women are not treated well at gold digging districts, but perhaps this is their own fault. For my part I never saw a decent woman unkindly used. In a word, I am quite sure of this, that a poor woman has far better chances in British Columbia than in the British Isles, and knowing as I do the almost necessarily evil consequences of men herding together with no women to humanize and soften them, I cannot help thinking that a matrimonial office established in London to promote the emigration of

Accordingly. An immigration of such a character would be as great a boon to the colony as I am sure it would be to many of the under-paid, under-fed, and over-worked women who drag out a weary existence in the dismal back streets and alleys of this metropolis."

young and struggling women to British Columbia at the cost of the miners would be a glorious boon for all parties; and if there is anything unpleasant in the idea I am sure the amount of indelicacy would be over-balanced by the extreme good such an establishment would bestow on the womanless colony located on Frazer's River.

After talking so much of the advantages to be obtained by emigration to British Columbia it is likely that the question arises to the reader's lip—"But if I am inclined to go to this colony, how am I to reach it?" I have no doubt that by the time this book is in the hands of its readers the daily papers will be beginning to teem with advertisements of vessels sailing for Vancouver's Island and British Columbia, and that those advertisements will be able to give far more accurate information than I can on the subject; still I will devote a page or so to this subject, and the reader will find what I have to say on it under the heading "Various routes and tariffs to British Columbia."

With respect to the food best suited to emigrants arriving in British Columbia I need say very little; but what I set down is I think worth the reading. The climate being so much like that of England, there does not require that care in taking food which even a visit to a country so short a distance from England as France sometimes requires. For my part I should say, live pretty much as you have lived in England, but taking care not to consume too much fat pork, which I do believe is a great cause of American biliousness and pale looks, nor to take too kindly to the fish, which is so abundant in British Columbia, and of most known English kinds. Salmon, for instance, is very plentiful, but I noticed that last year, and especially in the summer, a large consumption of this fish in the fresh state was followed more or less by illness, diarrhoea, &c. Mutton and beef seem to me the safest food for the emigrant till he has served his apprenticeship to the new climate, which is so bracing nine months out of the twelve, that I do not think, after the emigrant has served half his time to British Columbia, that he will pay much attention to any advice as to what he should or should not eat.

The food for the voyage out is, however, quite another affair, and in a fitting place I devote a short chapter to this subject. It is all very well to talk about the colony, but it is another thing to get there, and as the journey to the British Columbia by the long route is the longest sailing spell one can have to reach any colony belonging to the British crown, and as some portion of the short route is really dangerous if taken in summer or autumn (and I do not desire

to hide that fact) I think it is well that I should pay very considerable attention to this portion of my guide book.

It was in May last that miners got to work on Antler's Creek, that plot of the Frazer River district which has so far proved the best gold mining field. Some of the new hands, as raw to the work as they were raw in reality, after working at their new trade for a few days, took out gold to the value of 200 dollars (£40) a day each, while every hour brought fresh discoveries as good. One man with a "rocker," about as poor and inefficient a mining implement as can be imagined, made 400 dollars (£80) by ten hours' work, while a couple of men in the day washed 16 ounces (sold for £88 10s.). This work was also done with a rocker. One Mr. Smith earned $3\frac{1}{2}$ pounds (worth £185 6s.) in one day; his claim averaged 26 to 30 ounces a day.

What are called "bench claims," terraces situated 100 feet above the water of the creek, were yielding from 4 to 8 ounces to each rocker every day. Few claims yielded less than 50 dollars (£10) to 100 dollars (£20) a day to the hand. Confidence in the mineral wealth of the district was inspired from the first. It was seen to exhibit all the characteristics of a rich gold region, and bore a striking resemblance in all its features to the richest regions of California in 1849. In the early part of May, there were five feet of snow on the ground, but this did not prevent several miners from getting to work. A company of five men were getting out 37 ounces a day. Two men had got out 900 dollars (£180) in two days. As the miners formed "flumes," which lessened hand labour, and enabled them to chuck up the slow and tedious rocker, the results were much higher, amounting to all sorts of amounts, from £100 to £500 a day, to a company composed of three to five and six men.

On Keithley's Creek the yield was not so large; 25 dollars (£5) to 75 dollars (£15), and in some cases 100 dollars (£20), a day to the hand were the results. I know in June that one man from Fort Yale earned 1,800 dollars (£360) in about a fortnight by the remittance of the dust. Other creeks were now being discovered, and they were worked with varied success, ranging from 1s. to the pan of dirt to £10 a day to the hand.

But perhaps the best news in connection with this splendid gold-digging work is the fact that the health of the diggers remained so good; I hardly remember one case of illness which was not brought on by drinking. This healthiness was in good contrast with the sickness so common in the Californian gold regions, and even in those of Australia, in both of which districts fever and ague kept a man's hands still half his time. While writing this chapter I learn

that the miner's worst illness—because it is fatal—gaming, has taken hold of the miners at Antler's Creek. I was not located there last year, and I can only speak from hearsay of that rich lot of claims; but I am bound to say that the gaming mania, even so late as last November, had not spread throughout the gold district, colony, &c., to any such extent as I have seen it in California or in Melbourne. I must speak of things as I find them, let whatever be the result.

There is another thing I would caution emigrants against, and that is, making way at once for the diggings directly they reach the colony, and refusing all work. The fact is, that after the long sea voyage, men are not quite in order for very hard work, and I plainly warn all men, however easy the business of getting gold on Frazer's River has so far been, that, as in other gold fields, when what is called the surface "efflorescence" of gold—the metal near the top of the soil—is exhausted, the work of driving tunnels in the quartz and breaking up the rock is no joke. I have no doubt, in my own mind, that the surface gold is already exhausted, or, at all events, very nearly exhausted, and therefore, when the intending emigrant arrives in the colony, the real hard work of gold getting will be wanted if the miner is to reap any harvest.

I say the digging will be very hard, and therefore the emigrant will do well to season himself after his voyage to work (that will be easy compared with that at the diggings) before he tries his hand at the mines.

I candidly caution all men not to *refuse good wages on their first arrival in the colony*, in their eagerness to reach the gold district; I may say as a rule, that until emigrants become acquainted with the labour of the country, their services are of comparatively small value to their employers. They should, therefore, be careful not to fall into the common error of refusing reasonable wages on their first arrival.

With regard to the expense of a log hut, though we were in tents last summer, I do not care to say much. The cost of a log hut, such as the settler is usually contented with, is from about £5 to £10; now I care say it would come to four times the amount; but when the best part of the work is done by the settler with his own hands, the money laid out for the hut is much less than that I have put down as its cost. These log huts, mind you, if made in a good workman-like manner, are not to be despised. They are as warm and comfortable houses as men could wish to have over their heads.

I could say a deal more about the Frazer River gold district, how to get there, and how to manage when you foot it amongst the gold; but the thing has been well done by Mr. Alexander C. Anderson, late the chief trader of the Hudson's Bay Company, who has written

a handbook to the gold regions of Frazer's and Thompson's Rivers ; but as this book was published in February, 1859, all it has to say will not hold good at the present date. However, I shall reprint a bit of his book here, and let it go for what it is worth. The reader will easily see where changes have taken place since Mr. Anderson wrote his chapters.

“ There are two distinct lines of approach to the mines ; one by the direct route through Frazer's River ; the other by way of the Columbia River, by Portland and the Dalles, and thence, with pack animals, through the trails used until recently by the Hudson's Bay Company for their communications.

“ The gold found in the Couteau country has so far been procured chiefly from dry diggings. It is 'coarse' gold, and its quality stands high in the market. Considerable quantities are reported to have been dug by the natives, who appear to have been the chiefminers.

“ The upper and lower Indians have a standing feud, which is kept alive by a treacherous murder every now and then, as occasion presents.

“ The miner visiting these regions will find no native resources beyond what the river supplies. Land animals are scarce and so much hunted as to be extremely shy. Salmon can usually be bought very cheaply ; but as there is no salt, save what may be imported, there is no way of curing the fish but by the Indian method. At Ska-oose, below the Forks, is a good sturgeon fishery, and elsewhere in the eddies these fish may be caught. A strong line, with some large cod-hooks, might be a useful addition to the miner's equipment. Set lines are an efficient way of catching these fish, the bait a small fish, or what is better, when procurable, a lamprey eel. There are trout in the streams, and on the Dalles communication grouse of various kinds, sage hens, and other fowl, are generally abundant.

“ In ascending Frazer's River mosquitoes are very numerous during the summer season, and as the sea-breeze is rarely felt the air is extremely sultry. Near the Tchae-tse-sum River, below Fort Hope, the mosquitoes suddenly cease, and thence upwards the river is free of these troublesome pests.

“ The regular freshets begin at the latter end of April, and last during May and June. About the 15th of June may be regarded as the culminating point ; and by the middle of July the waters are generally greatly subsided. There is rarely a freshet of much consequence at any other season, but this sometimes happens, and I have known a sudden freshet, from heavy rains in October, raise the river beyond the summer limit.

“ Snow begins to fall in the mountains early in October. In July

there is still snow for a short distance on the summit of the Fort Hope trail, but not to impede the passage of horses. From the middle of October, however, to the middle of June, this track is not to be depended upon for transport with pack animals.

"The summer climate about the Forks is dry, and the heat is great. During winter the thermometer indicates occasionally from 20 to 30 degrees of cold below zero, of Fahrenheit; but such severe cold seldom lasts on the upper parts of Frazer's River for more than three days; the thermometer will then continue to fluctuate between zero and the freezing point, until another interval of cold arrives.

"But the winters are extremely capricious throughout these regions, and no two resemble each other very closely. In general the snow does not fall deep enough along the banks of the main streams to preclude winter travelling with pack animals. The quality of the pasture is such (a kind of bunch grass in most places) that animals feed well at all seasons. There are many spots between the Similk-a-meen Valley and O'Kinagan that are specially favourable for winter ranches. In some the snow never lies, however deep it may be around.

"The country, from the mouth of Frazer's River up to the Falls, is thickly wooded, mountainous, and impassable for man or beast. The river becomes more contracted above Fort Hope. Above the Falls, as far as Tquâ-yowm, the character of the country continues to resemble the same distance below. At Tquâ-yowm, however, a change takes place, and the evidences of a drier climate begin to appear. These continue to become more marked as we approach the Forks. At Thilk-um-chee-nâ, or the Little Fork, and upwards, rattle-snakes, wormwood, and the cactus (prickly pear) characterise the scene; and some of these attributes extend thence downward for some distance.

"At this point (Thilk-um-chee-nâ, the junction of Nicholas River with Thompson's River) the horse region may be said fairly to commence. Hence, to the frontiers of New Caledonia northward, and southward to the Pampas of Mexico, this useful animal is the best servant of man. Horses, however, are dear luxuries (comparatively speaking) in this quarter. At the Dalles and around Walla-Walla they are more numerous, and may be bought at very moderate rates.

"Every miner is recommended, by whichever road he may travel to the Couteau mines, to supply himself well beforehand, as he can depend upon little in that region, save what is imported by himself and others." (a)

(a) Mr. Anderson, in recommending "every miner to supply himself before-

Mind—once more before concluding the chapter, I say to the miner—no drinking, no gambling. Do one and you will do both. Do both and you will leave the mines, whatever your luck may be, a poorer man than you reached them, not only broken down in pocket, but in health and in temper for life.

CHAPTER III.

VARIOUS ROUTES AND TARIFFS TO BRITISH COLUMBIA.

I SUPPOSE that many intending emigrants to British Columbia will be men with not too much money in their pockets. I will not say to such—do not go to British Columbia, because candidly the colony is so superior to any other that I have not the heart to say it; but I cannot help reminding the poor man with a desire to emigrate, that hard work and a good will must pull a man through in any British colony, and that if he has only a little money he had better save it, and try for governmental assistance to any of the colonies to which emigration is aided by the government. The only colonies which at present enjoy this privilege are Victoria (Australia), Queensland, the Cape of Good Hope, and Natal; you see British Columbia and Vancouver's Island are not in the list; and as the voyage to these two latter colonies is the most expensive which I know, I say plainly to the poor man who contemplates emigration, that on the whole it is perhaps better that he should apply to government to assist him to reach a colony and keep his few pounds in his pocket, than to sink what money he has in paying his expenses to British Columbia. However, to the man who has a little money, and who desires to make a little more of it, I say I do not think he could carry out a better plan, whatever his calling may be, provided he has good health, moderate strength, and decent will, than start at once for British Columbia.

As I have not gone from England to British Columbia, and as in all probability by the time this book reaches the hands of its readers the Times will swarm with advertisements of lines of steam and sailing vessels for the new gold grounds, perhaps what I have to say on

hand with necessaries" both for food and tools, does not mean to advise the intending emigrant to bring masses of tools and all other necessaries from England. He means to intimate that these things are to be bought in the towns in the colonies, as they are not to be purchased in the gold districts. He says truly—each miner imports from the town what he wants for his own use or consumption.

this subject is not very important. For my own part my voyage home, viâ Panama, the expensive route, cost just £70, second class.

The official government statement of the various routes is as follows :—

ROUTES TO BRITISH COLUMBIA.

There are three routes by which Vancouver's Island and British Columbia may be reached :—

1st. Round Cape Horn, in sailing vessels, direct to Victoria, in Vancouver's Island.

2nd. By the West India mail steamer to Colon; thence, across the Isthmus (48 miles) by railway, to Panama; and thence by the Pacific line of steamers to Victoria, Vancouver's Island.

3rd. Viâ New York to Colon, by steamers; and thence to Vancouver's Island across the Isthmus, as in the second route. This is the most certain route for letters.

From Vancouver's Island to the main land of British Columbia, the distance is about 60 miles across the Gulf of Georgia.

The time occupied on the first route is about five months. The cost, in the first cabin, from £50 to £60; and in the second or intermediate cabin, from £30 to £40; and in the steerage, from £25 to £30. By the second route, Vancouver's Island may be reached in about 50 days, if the passengers are not detained at Panama and St. Francisco. There is sometimes a week's detention at the latter place. The cost of a first-class passage is about £100; that of the second class, about £65; and that in the steerage, about £45.

The cost of passages by the third route is about the same as by the second route.

The following are the government tabulated figures extracted from columns giving "the cost of passage in private ships from some of the principal English ports of the United Kingdom to the British Colonies and the United States."

	CABIN. Cost, including Pro- visions.	INTERMEDIATE. Cost, with Provisions.	STEERAGE. Cost, with full allow- ance of Provisions.
British Columbia, viâ Southampton	£ 98	£ 65	£ 45

CHARGES FOR CHILDREN.—If children are to be taken, and as I said they are mill-stones round the neck of the man, and I say nothing of the cruelty to the children themselves, it is as well that the general practice with regard to them should be known. The general practice in charging for children to North America is to compute them according to the Passengers' Act; viz., Children from 1 to 12 years of age, half the price of adults; Children under one year of age, no charge.

Mr. Dallas has, in the *Times*, treated the question of the route to British Columbia in a jocular and pleasant style. That gentleman says:—

“Spring is the best season in which to arrive in British Columbia. The *pons asinorum* is how to get there, and at what cost. The shortest route is by the Isthmus of Panama, which can be reached *viâ* New York, or by the West India steamers to St. Thomas's. (a) St. Thomas's has been much maligned for its heat and insalubrity, but I heard a Glasgow skipper say it was the finest climate he was ever in, as he was ‘aye drinking and aye dry.’ The West India steamers book passengers through from Southampton to Victoria for £35, but, whether by St. Thomas's or New York, no emigrant need calculate on reaching his destination under £50 or £60. The voyage round Cape Horn can be made for £30, or even less, but it generally occupies five or six months. As the passenger is fed and lodged for such a period some may consider this an advantage, and, in comparing the voyage with the shorter one *viâ* Panama, and the cost, be of the same way of thinking as the Highlander, who complained of a professional dentist that he charged him half-a-crown for pulling out a tooth, which was done in a second, while a blacksmith, in extracting another grinder, dragged him all round the smithy for a quarter of an hour and charged only 6d.”

(a) Yellow fever in the waters of Panama is simply a plague. Winter or spring is the best time for the Englishman to be in Panama, or near it; and I would strongly advise any man, rich or poor, or whether or not he wants to reach Frazer's River in a mighty hurry, by no means to take the Panama route if he finds by calculation that he will be at that isthmus in summer or autumn.

CHAPTER IV.

YOUR OUTFIT.

“EMIGRANTS should burden themselves with as little baggage as possible, and husband their ready cash for extremities.” These are the words of a gentleman to whom I have already referred—the *Times* correspondent—and that gentleman never made a truer remark. There is no greater mistake than for an emigrant to overload himself with baggage. A great chest is almost as much a drag upon the newly arrived emigrant as a child. He does not know what to do with it, and it is too valuable to be thrown away, while in nine cases out of ten the money it and its contents cost would be a great deal better in your pocket.

In submitting the following outfit, recommended by the government, I am supposing that you want to save as much money as you can, and to be hindered with as little baggage as you can manage with. Believe me there is no greater mistake than an expensive or too extensive outfit for a voyage to a distant colony. The under-printed *pauper* outfit is admirably adapted to a man who goes out with a good sum of money in his pocket. “The following is a list,” says the government official from whose work I am quoting, “of the principal articles required; but it cannot be too strongly impressed, as a general rule, that the more abundant the stock of clothing each person can afford to take the better for health and comfort during the voyage.” For my part I think, after some experience of sea-travelling, that the following outfit is really all that is wanted as regards *quantity*, though I need not say that in reference to quality the emigrant can suit himself according to his pocket. Here he will find the lowest quotations.

SINGLE MAN'S OUTFIT.

	<i>s.</i>	<i>d.</i>
1 beaverteen jacket (warm lined) - - - - -	6	6
1 ditto waistcoat with sleeves - - - - -	4	6
1 ditto trousers (warm lined) - - - - -	6	6
1 duck ditto - - - - -	2	3
1 coloured drill jacket - - - - -	2	9
1 ditto trousers - - - - -	2	6
1 ditto waistcoat - - - - -	2	0
1 pilot overcoat or jacket - - - - -	10	0

	s.	d.
Or, 1 waterproof coat - - - - -	7	6
2 blue serge shirts, or Jersey frocks - - - - -	4	6
1 felt hat - - - - -	2	0
1 Brazil straw hat - - - - -	0	10
6 blue striped cotton shirts, each - - - - -	1	6
1 pair of boots - - - - -	8	6
1 pair of shoes - - - - -	5	0
4 handkerchiefs, each - - - - -	0	6
4 pairs worsted hose, each - - - - -	1	0
2 pairs cotton hose, each - - - - -	0	9
1 pair braces - - - - -	0	3
4 towels, each - - - - -	0	4
Razor, shaving-brush, and glass - - - - -	1	6

SINGLE WOMAN'S OUTFIT.

	s.	d.		s.	d.
1 warm cloak, with a cape - - - - -	6	0	4 pocket handkerchiefs, each - - - - -	0	3
2 bonnets, each - - - - -	3	10	2 net ditto for neck, each - - - - -	0	5
1 small shawl - - - - -	2	3	4 nightcaps, each - - - - -	9	7
1 stuff dress - - - - -	11	0	4 sleeping jackets, each - - - - -	7	7
2 print ditto, each - - - - -	6	0	2 black worsted hose, each - - - - -	0	10
6 shifts, each - - - - -	1	3	4 cotton ditto, each - - - - -	0	10
2 flannel petticoats, each - - - - -	2	6	1 pair of shoes - - - - -	2	9
1 stuff ditto - - - - -	3	9	1 ditto boots - - - - -	5	0
2 twill cotton ditto - - - - -	2	0	6 towels, each - - - - -	0	4
1 pair of stays - - - - -	2	6			
3 caps, each - - - - -	0	10			

Each person also requires—

1 bowl and can, 2s. 3d.; 1 knife and fork, 1 deep tin plate, 1 pint drinking mug, 1 table-spoon, 1 tea-spoon, 1s. 6d.

An assortment of needles and thread, 1s.

2 lbs. of marine soap, at 4d.

1 comb and hair brush, 1s.

2 shoe brushes, each 7½d.

1 pair of blankets, 7s.

1 counterpane, 1s. 3d.

1 strong chest, with lock, 8s. 9d.

1 linen clothes bag, 1s. 9d.

1 mattress and pillow, 5s.

3 sheets, each 1s.

2 pots blacking, each 4½d.

} A married couple require only one set of these articles, but of larger size.

Cost of above Outfit for a Single Man,	about	£5	10	0	
Ditto ditto	Single Woman	„	5	15	0
Ditto ditto	Married Couple	„	10	10	0

The cost of an outfit for children varies with their size. Generally speaking, three children under 7, or two between that age and 14, may be clothed for about 5*l.*; but a well-grown girl or boy of 13 years of age will cost nearly as much as an adult.

I say again that the above outfit for men and women seems to me quite sufficient as regards *quantity*; perhaps if an addition were to be made it should be Guernsey shirts. These articles, which should be got of very fine texture, and of very coarse, are the emigrants' true wear. There is no clothing like the thick ones for keeping him warm, and not any equal to the thin ones for keeping him cool in hot weather: and I can tell you that you will find many great varieties of weathers, varying between extremely hot, and bracingly cold, during your voyage, especially if you take the route round Cape Horn.

By the way, boots are not your wear on a sea voyage, they draw your feet, you can't well walk in them, and the sea water makes the leather as hard as wood. Shoes, and better still, *slippers*, are what is wanted on board ship. The following recipe is a capital one for keeping leather in order, and preventing it from being spoilt by sea water. I have tried it too often not to recommend it. Linseed oil, 1 gill; spirit of turpentine, 1 oz; bees-wax, 1 oz; Burgundy pitch, 1oz. To be well melted together and kept covered in a gallipot. Lay it on the leather, rubbing it in well, and set shoes in a hot sun, or before the fire.

CHAPTER V.

THE VOYAGE OUT.

As most emigrants from England are men who know little or nothing about ship regulations, perhaps the following abstract of order in council "for promoting order and health, &c., in passenger ships to any of Her Majesty's possessions abroad," will be read with interest:

1. Every passenger to rise at 7 a.m., unless otherwise permitted by the surgeon, or, if no surgeon, by the master.
2. Breakfast from 8 to 9 a.m., dinner at 1 p.m., supper at 6 p.m.
3. The passengers to be in their beds at 10 p.m., except under permission of the surgeon; or, if no surgeon, of the master.
4. Fires to be lighted by the passengers' cook at 7 a.m., and kept alight by him till 7 p.m., then to be extinguished, unless otherwise directed by the master, or required for the use of the sick.

5. The master to determine the order in which each passenger, or family of passengers, shall be entitled to the use of the fires. The cook to take care that this order is preserved.

6. On each passenger-deck three safety lamps to be lit at dusk, and kept burning all night, and such further number as shall allow one to be placed at each of the hatchways used by the passengers.

7. No naked light between deck or in the hold to be allowed at any time or on any account.

8. The passengers, when dressed, to roll up their beds, to sweep the decks (including the space under the bottom of the berths), and to throw the dirt overboard.

9. Breakfast not to commence till this is done.

10. The sweepers for the day to be taken in rotation from the males above 14, in the proportion of five for every 100 passengers.

11. Duties of the sweepers to be to clean the ladders, hospitals, and roundhouses, to sweep the decks after every meal, and to dry, holystone, and scum them after breakfast.

12. But the occupant of each berth to see that his own berth is well brushed out; and single women are to keep their own compartment clean in ships where a separate compartment is allotted to them.

13. The beds to be well shaken and aired on deck, and the bottom boards, if not fixtures, to be removed, and dry scrubbed, and taken on deck at least twice a week.

14. Two days in the week to be appointed by the master as washing days, but no clothes on any account to be washed or dried between decks.

15. The coppers and cooking vessels to be cleaned every day, and the cisterns kept filled with water.

16. The scuttles and stern ports, if any, to be kept open (weather permitting) from 7 a.m. to 10 p.m., and the hatches at all hours.

17. On Sundays the passengers to be mustered at 10 a.m., when they will be expected to appear in decent and clean apparel. The day to be observed as religiously as circumstances will admit.

18. No spirits or gunpowder to be taken on board by any passenger. Any that may be discovered to be taken into custody of the master till the expiration of the voyage.

19. No loose hay or straw to be allowed below.

20. No smoking to be allowed between decks.

21. All gambling, fighting, riotous, disorderly, or quarrelsome conduct, swearing, and violent or indecent language, are strictly prohibited. Firearms, swords, and other offensive weapons, as soon as the passengers embark, to be placed in the custody of the master.

22. No sailors to remain on the passenger-deck among the passengers except on duty.

23. No passenger to go to the ship's cookhouse without special permission from the master, nor to remain in the fore-castle among the sailors on any account.

OFFENCES AT SEA PUNISHABLE IN THE COLONIES.

Formerly offences at sea might, under the Act 11 and 12 Will. 3, cap. 7, be tried in any colony, and were to be dealt with according to the civil law, and the method and rules of the Admiralty, and subsequently (under the 46 Geo. 3, cap. 54), according to the common course of the laws of this realm, applicable to like offences committed on land. But now, by the 12 & 13 Vict., cap. 96 (1849), these offences, when dealt with in a colony, are to be *tried* according to the law of the colony, but *punished* according to the law of England.

The Act of Victoria, which was passed in August, 1849, for the prosecution and trial in the colonies of offences committed within the jurisdiction of the Admiralty, provides that all persons charged in any colony with piracy, felony, murder, "or other offence of what nature or kind soever," committed on the sea, or within the Admiral's jurisdiction, may be brought to trial in the same manner, according to the laws of the colony, as if the offence had been committed on waters within the local jurisdiction of the criminal courts of the colony, and, upon conviction, shall suffer the same punishments as they would have been liable to had the offence been committed, tried, and adjudged in England.

Where death ensues in a colony from an injury inflicted at sea, the offence, whether murder, manslaughter, or accessory before or after the fact, may be dealt with in the colony as if it had been wholly committed there; but in the converse case, of the death ensuing at sea from an injury inflicted in the colony, the offence shall be held to have been wholly committed upon the sea.

The jurisdiction of the Supreme Courts of New South Wales and Tasmania, as established by 9 Geo. 4, cap. 83, is left intact.

ABSTRACT OF THE UNITED STATES PASSENGER ACT OF 1855.

Sect. 1. *Tonnage Check. Computation of Children.*—No greater number of passengers is to be carried than 1 to 2 tons. In the computation of passengers, infants under 1 year old are to be ex-

cluded, and children between 1 and 8 years are to count as one passenger.

Space Check.—Where the height between decks is not less than $7\frac{1}{2}$ feet, 14 superficial feet are to be allowed to each passenger; where less than $7\frac{1}{2}$ feet, but not less than 6 feet, 16 superficial feet are to be allowed to each passenger on the main and poop decks, and in deck houses, and 18 superficial feet on the lower deck, not being an orlop deck.

Space to Passengers on different Decks.—No passengers are to be carried on a deck less than 6 feet high. Any master carrying more passengers than here allowed will be guilty of a misdemeanour, and be liable to a fine of 50 dollars and six months' imprisonment for each passenger in excess.

Hospitals.—A hospital is to be provided, not exceeding 100 superficial feet, and to be included in the computation of the space for passengers.

Sect. 2. Berths.—No vessel is to have more than 2 tiers of berths. The berths are to be 6 feet long and 2 feet wide; the bottom berth is to be not less than 9 inches from the deck; each berth is to be occupied by a single passenger, but double berths may be constructed to be occupied by two women, or by husband and wife, or by a woman and two children under 8 years, or by a man and two of his own children under 8 years, or by two men, members of the same family. For violation of this section the master and owners severally are to forfeit 5 dollars for each passenger on board.

Sect. 3. Booby Hatches.—Vessels capable of carrying 50 passengers are to have one house or booby hatch, and those capable of carrying 150 passengers are to have two houses, or booby hatches, over the hatches. Penalty on master and owner, 200 dollars.

Sect. 4. Ventilating Tubes.—Every vessel capable of carrying 100 passengers is to have at least two ventilating tubes, one fore and the other aft, proportioned to the size of the compartment to be ventilated, unless other equally efficient mode of ventilation be adopted. Penalty on master and owner, 200 dollars.

Sect. 5. Caboose.—Every vessel carrying more than 50 passengers to have a caboose or cooking-range, the dimensions of which are to be after the rate of 4 feet in length by 18 inches in width, for every 200 passengers. Penalty on master and owner, 200 dollars.

Sect. 6. Diet Scale.—Every vessel to carry provisions for each passenger, after the following scale, for the voyage, viz.:—

20 lbs. good navy bread,
 15 „ rice,
 15 „ oatmeal,
 10 „ wheat flour,
 15 „ peas or beans,
 20 „ potatoes,
 10 „ salt pork } free of bone,
 10 „ „ beef }
 1 pint of vinegar,
 60 gallons of water.

Substitutions.—But increased quantities of bread or potatoes may be substituted for rice, oatmeal, wheat flour, and pease or beans, where these cannot be procured, and vice versâ.

Weekly issues.—One tenth of the above provisions is to be issued to each passenger weekly, and 3 quarts of water daily.

Provisions to be cooked.—The master is to cause the provisions to be cooked, and issued at fixed hours to messes or otherwise.

Fine for short issues.—If passengers are, at any time, put on short allowance, they shall be entitled to recover 3 dollars per day for the period of such short allowance, and if the master shall fail to furnish such provisions in a cooked state he shall be guilty of a misdemeanour and be liable to a fine of 1000 dollars (£200) and one year's imprisonment.

Discipline, Waterclosets, &c.—The master is to establish and post up regulations for discipline and cleanliness, and to provide a safe and convenient water-closet to every 100 passengers, and when the bed cannot be brought on deck to cause the deck to be cleansed with chloride of lime or some other disinfecting agent. Penalty on masters and owners, 50 dollars (£10).

MAINTENANCE ON ARRIVAL OF A PASSENGER SHIP.

PASSENGERS are entitled by the Imperial Passengers' Act to be maintained on board in the same manner as during the passage for 48 hours after arrival, unless within that time the ship should quit the port in the prosecution of her voyage. As regards those bound to Quebec, the Canadian Passengers' Act, 15 & 16 Vict., c. 86 (1852), imposes a penalty on the master who compels passengers to leave before the expiration of 48 hours (except in cases where the vessel has a mail contract), and provides that they shall be landed free of expense and at proper hours.

I add some of the rules taken from an abstract of the Passengers

Act, 1855, thinking they may be of some value to the emigrant to British Columbia.

The Act applies equally to foreign and to British vessels, except such parts thereof as relate to the rules to be prescribed by orders in council for preserving order and for securing cleanliness and ventilation on board, which rules are binding only in passenger ships proceeding to the British colonies. But by the bond required by the 63rd section of the act to be given to the Crown, before clearance, by the masters of all passenger ships for the due observance of the law, the masters of foreign passenger ships proceeding to the British colonies engage to submit themselves to the jurisdiction of the colonial tribunals for any violation of the law, in like manner as British masters. Regular mail steamers are exempt from the act. So also, for most purposes, are cabin passengers.

No persons are to be deemed cabin passengers unless the space allotted to their exclusive use be not less than 36 clear square feet to each statute adult; nor unless they shall be messed at the table of the master or first officer of the ship; nor unless the fare contracted to be paid shall be in the proportion of at least 30s. for every week of the prescribed length of the voyage for sailing vessels, proceeding from the United Kingdom to any place south of the equator, and of 20s. for those proceeding to any place north of the equator, nor unless they shall hold a duly signed contract ticket. The term "statute adult" means each passenger of the age of 12 years and upwards, or two passengers between the ages of 1 and 12 years. A "passenger ship" means any vessel carrying more than 30 passengers in all, or more than in the proportion of one statute adult to every 50 tons, if a sailing vessel, or more than one to every 15 tons, if a steamer, of the ship's *registered* tonnage.

A marked distinction is made between passenger ships and ships not coming within that definition. To the former all the provisions of the act apply; to the latter only six clauses, viz. the 10, 16, 17, 48, 49, and 56, which require that facilities of inspection shall be afforded to the emigration officers; that lists of passengers (however few) shall be delivered to the Custom-house officers; that passage-money shall be returned, with compensation, if passages are not provided according to contract; that subsistence-money shall be paid to passengers in case of delay in sailing; and that passengers shall not be landed at the wrong place.

Parties contracting to provide cabin passengers in "passenger ships," or emigrants in any ships with passages to any place out of Europe, not being in the Mediterranean Sea, are bound to give contract tickets in the form prescribed by the Act, or by the Emigration Commissioners, containing an acknowledgment for the money re-

ceived, under a penalty not exceeding £50 and not less than £5, and the forfeiture of license in the case of a passage broker.—Secs. 71 & 67.

Any person fraudulently altering, after issue, contract tickets, or inducing passengers to part with or destroy them during the existence of the contract, is liable to a penalty not exceeding £20 in each case.—Sec. 72.

Cabin and other passengers may recover in a summary way, before Justices of the Peace, damages for the breach of any stipulation in their contract tickets, not exceeding, with the costs, the amount of their passage money and £20.—Sec. 73.

Cabin and other passengers are bound, under a penalty not exceeding £10, to exhibit, on demand, to any emigration officer, their contract tickets.—Sec. 74.

Facilities for inspecting all ships, either fitting for or carrying passengers, are to be afforded to the proper officers at home and abroad.—Sec. 10.

No "passenger ship" is to clear out without first obtaining from the emigration or custom-house officer, as the case may be, a certificate that the requirements of the Act have been complied with, and that the ship is seaworthy, and with her passengers and crew in a fit state to proceed; nor without the master having given a bond to the Crown. The penalty for breach of this regulation is *the forfeiture of the ship*, if found within two years in any port of the United Kingdom, or in the British possessions abroad.—Secs. 11 & 12.

No ship is to carry passengers on more than 2 decks, except in the case of cabin passengers, where the number does not exceed 1 to every 100 tons register.

If the ship does not sail before 3 o'clock p.m. of the day following the day of embarkation named in the contract, the passengers who may be entitled to a passage in the ship can recover from the owner, charterer, or master, subsistence-money after the rate of 1s. 6d. per day for each statute adult, for the first ten days, and afterwards of 3s. a day till the final departure of the ship. If, however, the passengers are maintained on board, no subsistence-money is payable for the first two days, nor at all, if the ship be unavoidably detained by wind or weather, or any cause not attributable, in the opinion of the emigration officer, to the act or default of the owner, charterer, or master.—Sec. 49.

If the passengers be at the appointed place of embarkation before 6 o'clock p.m. of the day of embarkation named in their contract, and if from any cause, other than their own default, or the prohibition of an emigration officer, they shall not be received on board before that hour, and obtain a passage in the ship, they must be pro-

vided with one to the same port, by some equally eligible vessel, to sail within ten days from the day named in the contract, and in the meantime to be paid subsistence-money at the rate mentioned above. In case the failure to obtain a passage arises from a wreck or disaster at sea or any other cause *after the voyage has actually begun*, the passengers in like manner are entitled within six weeks at furthest to a passage in some eligible vessel, and in the meantime to be maintained by the master, or to receive 1s. 6d. per day per statute adult as subsistence-money. In default of this, the passengers, in both cases, can recover from the contractor, or from the owner, charterer, or master of the ship, any passage-money they may have paid, and in the former case compensation not exceeding £10.—Secs. 48 & 51.

Ships detained in port after clearance more than seven days, or putting into any port in the United Kingdom, must, under a penalty not exceeding £100, effectually repair any damage they may have sustained, and must replenish their provisions, water, and medical stores, and obtain from the emigration officer a certificate of fitness before they can be allowed to put to sea again. Masters of passenger ships putting back must, under a penalty not exceeding £20, within twenty-four hours, report their arrival, and the cause of putting back, and the condition of the ship's stores, to the emigration officer, and produce the official list of passengers.—Sec. 50.

If passengers shall, from disaster at sea or otherwise, be cast upon or landed at any other place than that at which they may have contracted to land, the Governor of the Colony, or the British Consul, is empowered to forward such passengers to their intended destination, if the master of the ship shall not do so within six weeks.—Sec. 53.

Passengers are not to be landed against their consent at any place other than the one contracted for, and they are entitled to sleep and be maintained on board for forty-eight hours after arrival, unless the ship, in the prosecution of her voyage, quits the port sooner.—Secs. 56 & 57.

Such regulations as may be prescribed by order of the Queen in Council for preserving order, promoting health, and securing cleanliness and ventilation on board, are to be enforced by the surgeon, aided and assisted by the master, or, in the absence of a surgeon, by the master. Any person neglecting or refusing to obey such rules, or obstructing the master or surgeon in the execution of any duty imposed on them by the order in council, or offending against the provisions of the Act, or guilty of riotous or insubordinate conduct, will be liable to a penalty not exceeding £2, and moreover, to one month's imprisonment at the end of the voyage.—Sec. 60.

One copy of the Act, with such abstract of it, and of any order in council relating thereto, as the Emigration Commissioners may

prepare, is to be delivered, on demand, to the master, who is bound under a penalty, not exceeding £2 per diem, to post up *previous to the embarkation of the passengers*, and to keep posted up in at least two conspicuous places between the decks, copies of such abstracts so long as any passengers are entitled to remain on board. Any person displacing or defacing this abstract is liable to a penalty not exceeding £2.—Sec. 61.

The sale of spirits on board to the passengers is prohibited, under a penalty not exceeding £20 nor less than £5.—Sec. 62.

The requirements of the Act are enforced by penalties chiefly on the master. All penalties are to be sued for before two or more justices of the peace, to the use of her Majesty. They can only be recovered in the United Kingdom by the emigration officers, or by the officers of her Majesty's Customs; and in the British possessions abroad, by those officers, or by any other person duly authorized for the purpose by the governor of the colony. Secs. 84, 85, & 86.

Passengers themselves, however, or the emigration officers on their behalf, may recover, by a similar process, any sum of money made recoverable by the Act, to their own use, as return of passage-money, subsistence-money, or compensation; and in such cases, the passengers are not to be deemed incompetent witnesses.—Secs. 84 & 91.

Single men of the age of fourteen and upwards are to be berthed in a separate compartment in the fore part of the ship, or in separate rooms, if the ship be divided into compartments and fitted with enclosed births. Not more than one passenger, unless husband and wife, or females, or children under twelve, are to occupy the same berth. No berths are to be taken down for forty-eight hours after the arrival of the ship at her destination, unless all the passengers shall within that time have voluntarily quitted her. Secs. 20, 21, 22, & 23.

In every "Passenger Ship" there must be a hospital or hospitals set apart, under the poop, or in the round-house or deck-house, or on the upper passenger deck, and not elsewhere, not less in size than 18 clear superficial feet for every fifty passengers, and properly supplied with bed-places, beds, bedding, and utensils.—Sec. 24.

There must be two privies in each passenger ship, with two additional privies on deck for every one hundred passengers on board; and where there are fifty female passengers, with at least two waterclosets under the poop or on the upper deck, for the exclusive use of the women and children. The whole number of privies need not exceed twelve, and they are to be placed in equal numbers on each side of the ship, and to be maintained in a serviceable and cleanly condition throughout the voyage.—Sec. 25.

CHAPTER VI.

RATIONS AND PROVISIONS IN ALL PASSENGER SHIPS DURING THE VOYAGE.

DURING the voyage of a passenger ship, including the time she may put in at any port, the master must issue daily before two o'clock in the afternoon to each passenger, or, where they are divided into messes, to the head man of each mess, pure water and sweet and wholesome provisions, according to the scale underneath. All articles requiring cooking must be issued in a cooked state. The first issue must be before two o'clock on the day of embarkation. No mess must contain more than 100 adults.

WEEKLY DIETARY SCALE, PER STATUTE ADULT.

ARTICLES.	SCALE A.		SCALE B.	
	For Voyages not exceeding 84 days for Sailing Vessels or 50 days for Steamers.		For Voyages exceeding 84 days for Sailing Vessels or 50 days for Steamers.	
	lbs.	oz.	lbs.	.
3 quarts of Water daily (exclusive of 10 gallons a day per 100 statute adults for cooking purposes).				
Bread or Biscuit not inferior in quality to Navy Biscuit -	3	8	3	8
Wheaten Flour -	1	0	2	0
Oatmeal -	1	8	1	0
Rice -	1	8	0	8
Peas -	1	8	1	8
Potatoes -	2	0	2	0
Beef -	1	4	1	4
Pork -	1	0	1	0
Tea -	0	2	0	2
Sugar -	1	0	1	0
Salt -	0	2	0	2
Mustard -	0	0 $\frac{1}{2}$	0	0 $\frac{1}{2}$
Black or White Pepper (ground) -	0	0 $\frac{1}{4}$	0	0 $\frac{1}{4}$
Vinegar -	Onc Gill		Onc Gill	
Lime Juice -			0	6
Preserved Meat -			1	0
Suet -			0	6
Raisins -			0	8
Butter -			0	4

By an order in council, dated 6th May, 1857, *steamers* (and, by an order in council, dated 13th May, 1859, *sailing vessels*)

which carry an efficient apparatus (approved by the emigration officer) for distilling fresh from salt water, at the rate of not less than one gallon per diem for each person on board, need only carry, in *tanks or casks*, one-half the water prescribed by this Act.

The following substitutions for articles in the above dietary scale may be made at the option of the master of any "Passenger Ship," *provided that the substituted articles be set forth in the contract tickets of the passengers*; that is to say, 1 lb. of preserved meat for 1 lb. of salt pork or beef; 1 lb. of flour or of bread or biscuit, or $\frac{1}{2}$ lb. of beef or of pork, for $1\frac{1}{4}$ lb. of oatmeal, or 1 lb. of rice, or 1 lb. of peas; 1 lb. of rice for $1\frac{1}{2}$ lb. of oatmeal, or *vice versa*; $\frac{1}{4}$ lb. of preserved potatoes for 1 lb. of potatoes; 10 oz. of currants for 8 oz. of raisins; $3\frac{1}{2}$ oz. of cocoa or of coffee, roasted and ground, for 2 oz. of tea; $\frac{3}{4}$ lb. of treacle for $\frac{1}{2}$ lb. of sugar; 1 gill of mixed pickles for 1 gill of vinegar.—Secs. 35 & 36.

If I were asked what provisions I should recommend the emigrant to take as a kind of addition to those provided by the ship's master, I should say a case or so of preserved meats and preserved vegetables—especially the latter, which when good are beyond all value.

Another indispensable thing is lime juice; I believe that on two or three occasions I owed my life (and several of my fellow-travellers owed their lives in turn to me) to a large supply of lime juice, which was more than enough to satisfy us all. The value of this health preserver cannot be too highly estimated. If you ask me how much you shall take, I answer, just as much as ever you like; for what you don't want you will be able to give away in the best directed charity you ever had a hand in. You should see the little children enjoy a draught of water in which a little lime juice has been dropped; it is a real pleasure to look upon the sight. This liquor seems to cure bad water, and to save every creature who uses it carefully from such illnesses as fever, costiveness, scurvy, and all affections of the skin. There, I have known it to cure tooth-ache, and even inflamed eyes. It seems to me, that on ship board, lime juice is a regular universal medicine.

Whatever you take with you, leave alone such things as potted meats and all high-seasoned things, which will only heat your blood. And I can tell you the 'tween decks of a ship will send your blood up to fever heat quite soon enough. Perhaps, however, you should not forget some preserved milk, which you will find of immense benefit, and a great luxury, while a few pounds of tea will cheer you, and will pay you for the outlay upon it.

CHAPTER VII.

MEDICINES.

THIS may, perhaps, appear an odd chapter heading, but it is a necessary one, for the simple reason that, as I have said, if you go by the Panama route in summer or autumn, and I am thoroughly convinced that during the coming spring and summer many hundreds of Englishmen will cross the Isthmus of Panama, you will run a very considerable risk of catching yellow fever, and that complaint has a knack of sticking by one for a long time—if, indeed, it lets you off with life at all. The medicines I should recommend an emigrant to take with him are sulphate of quinine, some preparation of mercury, and, if he can afford it, a half dozen case of the very best champagne.

About an ounce of sulphate of quinine will be sufficient. This will give 160 doses of three grains a dose, which will be quite sufficient. Care should be taken that this splendid preventive should be got at a good chemist's. Two doses a day will be sufficient, and the medicine should be commenced when the very hot latitudes are reached, or even before, if sickness should show itself on board. The mission of sulphate of quinine seems to be to fortify the body against the attacks of fever. Should, however, the premonitory symptoms of fever set in—you all know them—heavy head, burning skin, dry mouth, take to the mercury. Have the mercurial preparation made in two or three grain powders. Begin with the first, and then with the second, if the symptoms do not abate. Doses, I believe, at six hours' distance. It may be said, but there is the doctor to consult, why not leave the question of medicine to him? I say in answer, that as far as the quinine is concerned, that it is to prevent any call for the doctor; while, as to the mercury, he would give it to you, so you may just as well take it, and save yourself the danger of its being discovered that there is no mercury in the ship.

If, however, neither quinine saves you from the attack of yellow fever, nor mercury abates the premonitory symptoms, then your champagne will become of paramount importance. It is the general medical custom now in all cases of yellow fever to "put a bottle of champagne into you." It is the new cure for yellow fever, the specific that is ultimately, in combination with other discoveries still in darkness, to abolish yellow fever.

Mind, whatever you do let your champagne be good, or you had infinitely better, in case of yellow fever, be without it. By all means get it at one of the best London houses, and do not expect to

buy it at a less rate than 80 shillings per dozen. The champagne fit to contend with yellow jack, as yellow fever is called on the other side of the Atlantic, is not to be got at a lower price.

At all events, if you are afraid to believe in what I have said about the mercury, you may purchase the ounce of quinine, which will cost about 12 shillings, and the half-dozen of champagne; for, while the quinine is a fortifier, and can do you no possible harm, supposing that it can do you no good, you can certainly, if you do not have occasion to take it as a medicine, drink success to yourself in the wine when you reach the young colony, the new land of promise.

And while I am on this question of medicine, let me, without any offence whatever, say a word or two about personal cleanliness. It is half the battle on board ship. Be clean, and you are healthy. Whenever you can souse yourself with cold water do not be afraid of it; you will not take cold. Then, if you follow my advice and wear Guernseys, there can be no better plan than to submit them to the same system, wash them (in sea water if you cannot get fresh) whenever you have the opportunity, every day when you get into hot quarters, for worsted easily soils and readily absorbs the perspiration.

Do not, I say, be offended at these minor recommendations. It is astonishing how well such hints pay for the minding. A good, healthy, clean, and unworried skin is one of the greatest comforts of a long voyage. Mind, whenever you can, souse yourself with sea water, and do what you can to make them about you do the same kind of thing. I have, as you already know, been a good deal on the sea, and I am really sorry to admit that as a rule steerage passengers do not care for soap and water. You see I am addressing you as a steerage passenger, not because I am supposing that you could not afford a better kind of berth, but because I am persuading myself you are desirous of taking all the money you can into the colony, and of spending as little on the voyage as you possibly can.

CHAPTER VIII.

TOOLS.

I HAVE given this subject a chapter heading because it is a very important one, and not because I have much to say on the matter. However, I had the feeling that if I put the few lines I have to say on this point in amongst other matter, it might possibly be overlooked. I cannot add half a dozen words to those which Govern-

ment offer on the subject. You will find it laid down in the Colonization Circular.

“It is not generally considered desirable that agricultural labourers should take out implements of husbandry, as these can be easily procured in the colonies; but artizans are recommended to take such tools as they may possess, if not very bulky.”

There can be nothing more to add. Agricultural tools, which for the most part are gold-getting tools, can be bought good, and if not cheap, at a less cost than that to which the emigrant would be put in bringing his own, to say nothing of the trouble they will be after his arrival. However, in the case of mechanical and especially *favourite* hand tools, take them by all means, for in the first place they are not bulky; secondly, you are sure of them; and especially in the third place I have noticed that a man gets on better with his work in the colony if he begins with well-known tools, whose *features*, if I may say so, seem those of old friends. But as for taking patent ploughs, patent gold-washing apparatus, or lathes, and such heavy matters, don't dream of doing any thing of the kind. There will be plenty of skilled labour this summer in Vancouver's Island and British Columbia, and the dearth of gold digging tools once felt in Australia can never be experienced in British Columbia, near as it is to San Francisco, where there are more of these tools in stock than sufficient for ten times the diggers who will swarm this year to Frazer's River.

CHAPTER IX.

CONCLUDING REMARKS. HINTS TO GOLD DIGGERS HOW TO KEEP THEIR GOLD; WHAT TO DO WITH IT WHEN THEY HAVE GOT IT; AND HOW TO KEEP THEIR HEALTH AT THE DIGGINGS.

I INTENDED to have separate chapters to each of these headings, but I find that I have in reality already said all that I can say on these points. Of hints to gold diggers I have given hundreds already. Be temperate, I say, when you are at the diggings. Mind, no gaming and no drink. Wait till you get home or colonised, because I do not suppose that you, any more than the rest of the men who go up to the diggings, think of remaining there for life. Wait, I say, till you get away from the diggings before you spend your money. Remember, every nugget you lay out at the diggings is, without any figure of speech, *eating gold*. For I tell you everything will be an immense price this spring and summer on Frazer's River.

There is another thing I would warn you of. Take care whom you

sell your gold to. The Jews will be up at Frazer's River, be sure, and they will try their usual games upon you. I say, sell only to official dealers; they are the only men with whom you can safely trade.

To keep your health at the diggings you have only to be temperate in eating and drinking, to bathe as frequently as you like, to smoke as little as you will, and not to sleep too many hours—seven will be quite enough I do assure you.

By the way, sleep as *high* as you can from the ground, and if it is possible above the level of the river itself. This you may do in many cases. But if you should find ague or fever coming on, have recourse to the sulphate of quinine I have already spoken of. Six grains at the same time every day, and easy work, together with walking exercise and temperate regular living, will enable you to overcome your first attack of ague or fever, and in all probability, if you remain steady, that first attack will be the last, for you will then be seasoned, and, I may tell you for your comfort, better able to work than you were before—that is, if your illness falls on a steady man. Be unsteady, and your fever or ague will lay you up for months, and work all the gold out of your pocket again.

Well, now I leave you, with these last words: GOOD-WILL, TEMPERANCE, CHEERFULNESS, AND WORK. With these four things, you cannot well go wrong either in health or fortune.

SOME ACCOUNT OF VANCOUVER'S ISLAND AND BRITISH COLUMBIA.

UNTIL 1789 Vancouver's Island, which may be said to form a portion of the colony of British Columbia, though in strict legality it does not, was nameless. It was supposed to belong to the mainland, which at that date may be pronounced as also devoid of a title. It was in the year named that an American captain sailed round it, and proved its division from the mainland. It took its present name in 1792 from Captain Vancouver, who was the second navigator who completed the tour of the island. Its navigator also bestowed upon it the name of Quadra, in honor of the Spanish commandant of Nootka Sound. But this latter appellation is very generally dropped. Vancouver's Island in 1811 was granted to the Hudson's Bay Company, on condition of their colonizing it.

Vancouver's Island and British Columbia (of which latter very little is even at the present hour known) are British posses-

sions on the West coast of North America, between N. lat. 48.20 and 51, W. long. 123 and 128.20; Vancouver's Island is separated from the mainland by Queen Charlotte's Sound, the Gulf of Georgia, and Juan de Fuca Strait. The island is of an irregular oblong form, stretching from north-west to south-east. Its length, from Cape Scott to Point Gonzales, is 270 miles; its mean breadth from 40 to 50; and its area estimated at 16,000 square miles. The general appearance of this island is very different from that of the mainland, for it is by no means attractive. The coast consists for the most part of steep cliffs, against which the sea dashes impetuously, and breaks itself into foam and spray at their feet. "Almost immediately behind rise a uniform series of rounded hills, densely covered with pine forests," we read in the 'Encyclopædia Britannica,' "while the back ground of the scene is filled up with a serrated ridge of bare mountains, which runs like a backbone through the middle of the island from end to end. The interior, so far as it has been explored, consists of a mass of rocks and mountains; and of the level ground, which lies for the most part along the coasts, by far the greater part is covered with wood, although the portions that are clear have generally a very fertile soil. There are many small bays, harbours, and inlets along the coast, and in the interior are some small rivers and lakes, but none of any considerable size. The prevailing geological formations of Vancouver's Island and British Columbia also are gneiss and mica schist; but towards the south-east strata of limestone and sandstone occur; and among the mountains of the interior there are many blocks of granite and dikes of trap. In the central part of the island the hills are steep, rugged, and in many cases without vegetation; the valleys narrow and shallow; and the soil such as to be of little use. On the mainland, on the contrary, and where the ground has been cleared, the very best kinds of agricultural soil exist. The mountain scenery generally is wild without being romantic, and has neither beauty nor sublimity to attract the traveller: but the fertile spots of Vancouver's Island, and especially of the mainland, are of an exquisitely superior character. The climate is very healthy and more agreeable. There are two seasons, a dry and a rainy. The former lasts from April to September, during which time the heat is greater than that of an average English summer, and little rain falls. In the rainy season, from October to March, there is generally a great deal of snow and rain; and it is certain that the winter is more severe than this season is on an average in England. The seasons, however, are not very certain, being liable to considerable irregularities both of time and of temperature."

The principal indigenous plant is the *camass*, which has an esculent root, somewhat resembling an onion. This is a favourite food with the natives of both the isle and the mainland. The indigenous islander also lives in a great measure upon dried salmon and potatoes. Salmon is marvellously plentiful and luxuriant in these colonies, and there can be little doubt that before long we shall have it on our English tables. In all probability the potatoe has been an introduction of the emigrant, or rather of the early trader to this region.

The animals found in the colonies are bears, a few wolves, less panthers, and many elk and deer. Of birds—there are several kinds of grouse, wood-peckers, and an immense variety of water-fowl.

The most important mineral product of these colonies was, until the gold fields were discovered, a good coal, of which there are many extensive and valuable seams. The coal has been already worked in many places.

Until within the last four years British Columbia proper, as far as the white man is concerned, may be said to have been uninhabited. The "gold news," however, which has been gradually spreading for three years, and which has within the last few weeks taken such an extraordinary leap by the publication in the *Times* of the letters of the "own correspondent" of that journal, and also those of Mr. Dallas, have caused an emigration to the mainland which was gradual up to the end of 1860, but which has become marvellous during the past year, though in all probability the numbers which are already in the colony are contemptible in extent when compared with those which are flocking thither, and who will continue to flock for the next year or so. So little is known of British Columbia that its history can only at present be inferentially learnt by a perusal of the known facts relating to Vancouver's Island. There can be little doubt that what is true of the one is not false with respect to the other. Indeed, the only difference we know of is this, that while rattlesnakes are not infrequent in the interior of the mainland, they are quite unknown on the island.

The extent of land in the island that has been appropriated was, in 1853, 19,807 acres; of which 10,172 were claimed by the Hudson's Bay Company, who now claim the entire island, it having being granted them in 1848. The Paget Sound Company own, or owned, 2,374: while private individuals own the remainder. However, only a few thousands of these acres are at the present moment under culture, though it need not be said the extent is made more important every day. A few years will make a vast change.

Those portions under cultivation yield most excellent crops of wheat, barley, oats, peas, beans, turnips, and potatoes. The land is specially adapted for the growth of green crops. The most arable, as might be expected, lies in the neighbourhood of the metropolis of the island, "Victoria," at the south-east extremity of the island. This place is not increasing in size so rapidly as one might expect when we consider that it is the chief city of the colony. But it must not be forgotten that the rapid increase of population during the past year, and the more rapid influx of emigrants, are owing to the discoveries of gold fields, which not lying in the island, but on the mainland, the new arrivals do not remain in or near the metropolis, if so it may be called, but immediately make for Frazer River. The majority of the settlers in Vancouver's Island, if at the present moment it can be said to boast of settlers at all, either live in the neighbourhood of Victoria or at Fort Rupert and Nanaimo, on the north-east coast, at both of which latter places the coal deposits are worked.

All along the ocean coast of Vancouver's Island the fisheries may be described as beyond value. Salmon and herrings abound to an extent almost unknown elsewhere, and mackarel and cod are also found. The produce of these fisheries, along with the coal and timber, form the principal resources of the island, as it is not well adapted for pastoral, and not altogether for agricultural, purposes.

The exports were, after the gold mania, coal, timber, lumber, oysters, salmon (10,000 barrels were exported in 1860), and oil; but the rush to the diggings has been so immense, that the exports during last year may be set down at naught. The exports in 1860 valued £50,000; the imports about £40,000. These imports consisted of specie, provisions, and various merchandise.

The aboriginal inhabitants, both of Vancouver's Island and of British Columbia generally are the most objectionable "facts" of this colony; and though this portion of the history of the new colony has been noticed by the *Times*, we should hardly be doing justice to ourselves, to say nothing of our readers, did we not commit this truth to print, that the native tribes of Vancouver's Island and British Columbia are as savage, treacherous, inhospitable, and cunning as any to be found on the two continents of America. Indeed, perhaps they are more savage, treacherous, inhospitable, and cunning than any other known Indian tribe. The total number of aborigines in Vancouver's Island is estimated at 17,000; that of the mainland at four times that number; though in the latter instance conjecture alone yields the result given.

As the title of our book informs the reader, the substance of this guide is compiled from the experience of a recent adventurer in the new gold region, and in a great measure written by himself, the reader may fairly rely upon the accuracy and good intention of the writer; but, inasmuch as the word of the *Times* is the word of the literary law, it has been thought expedient to add to this account by a transcript of the most recent news from British Columbia, printed in the that journal. The following extract is word for word from the *Times* of the 5th February, 1861:—

THE GOLD REGION OF BRITISH COLUMBIA.

VICTORIA, VANCOUVER ISLAND, NOV. 29.

I HAVE not written much on the subject of British Columbia of late, because the accounts which reached us throughout the summer and autumn were of so glowing a character, and gave so superlative a description of the wealth of the upper gold country, as appeared fabulous. The reports from Cariboo were really so extravagant in their character that I did not feel justified in giving circulation to them on hearsay evidence. Being now, however, in possession of proof of the general accuracy of the very flattering reports which regularly reached Victoria by every succeeding steamer from British Columbia during the whole period of the mining season just over, I feel justified in communicating them.

The portion of British Columbia which has yielded nearly all the gold produced this year, and which is destined to attract the notice of the world to a degree hitherto not accorded to the country in the aggregate, is a newly-discovered district called Cariboo (a corruption of "Cerf-bœuf," a large species of reindeer which inhabits the country). The district is about 500 miles, in the interior, north (or north-east rather) from the coast of British Columbia and the mouth of Fraser River. It is not far from the sources or "head waters" of the south branch of Fraser River and the Rocky Mountains, and forms a patch of country—a broken, rugged mass of mountains and streams, 50 miles from north to south and 30 miles from east to west, as far as yet known from recent exploration—round three sides of which the south branch of the Fraser makes a great bend or semicircle from its source to its junction with the north branch, near Fort George, a trading station of the Hudson's Bay Company, in about lat. 53° 50' N.

For the sake of accuracy, I should mention that this branch of the Fraser, although now popularly called the south branch (and which the Hudson's Bay Company called the north branch from the

northerly direction of the first portion of its course), is really the main body of the river. Its sources are at a distance of some 60 or 70 miles westwardly from the main chain of the Rocky Mountains. The bend of the river, which embraces the new mineral region within its curve, runs a course north-west 180 miles, and then takes a south-west course of about 50 miles in length. This large section of country is believed, from the appearances presented on various parts of the surface, to be auriferous, both in quartz (gold matrix) and in placeres, throughout its whole extent; but the portions hitherto "prospected" (as the miners' phrase is for the search for, and for the discovery of gold) are confined to the dimensions given above—50×30 miles.

Fraser River does not acquire its great velocity in this part of its course, which runs through a comparatively level country until it enters the regions of the Cascades and other mountains through which its waters rush with an impetuosity which causes many obstructions to navigation. Consequently the river is navigable from Fort Alexander, in lat. 52° 37' north for steamers of light draught of water, say three to four feet, up to Swift River, a distance of 45 miles, and which is within 40 miles of Antler, in Cariboo—a fact which will facilitate the traffic of next year by shortening the land carriage of the present route.

Cariboo is in New Caledonia, as known in the division of districts west of the Rocky Mountains, by the Hudson's Bay Company, when they held the license to trade with the Indians in the country which now forms the colony of British Columbia. I cannot state the geographical position of Cariboo with accuracy, but the centre of that portion of the district which was the scene of this season's mining may be taken as lying between the sources of Antler Creek, Swift (or Cottonwood) River, and Swamp River, all of which flow, and run in opposite directions, from a chain of mountains called "the Bald Mountains," traversing the district. This central point (by a correction of Arrowsmith's map) is in north latitude 53° 20 deg., west longitude 121° 40 deg.

The mining localities are distinguished by local names given to them by the miners this year. Here are some of them:—Antler-creek, Keithley's-creek, Hawey's, Williams's, Nelson's, Lowhee, Cunningham's, Lightening, Vanwinckle, California, Canon, Grouse, Goose, Stevens's, Salt Spring, Burns's, Snowshoe, Jack of Clubs, and Last Chance Creeks, all being streams (creeks) of various sizes; most of them of small size, issuing from the Bald Mountains, which rise to a height of from 7,000 to 8,000 feet above the level of the Pacific Ocean.

Other mining localities are called Chisholm's Gulch, Davidson's Gulch, and Hall's Gulch, &c. ("Gulch" is Yankee for a ravine.)

I insert these names, because they give an idea of the extent of the gold diggings hitherto unequalled for their productiveness, because they are likely from this fact to acquire celebrity abroad, when their wealth begins to be distributed over the world, and also because the nomenclature will assist the reader to understand the references in the following narrative.

Cariboo was discovered late in the season of last year, but its riches were not developed till this summer. I can only spare room for an epitome of the mining operations of the season.

The truth of these accounts was doubted at the time, but they had the effect of inducing a considerable emigration of miners from all the other diggings in the country to Cariboo, which increased the mining population to about 1,400 by the end of May, and the number was constantly receiving fresh accessions. On the 9th of June 30,000 dollars (£6,000) in gold arrived from Cariboo, besides the sums carried by 35 men who came down on business, and who, it is supposed, returned to the mines. The same day 40,000 dollars (£8,000) arrived, some of which was also from Cariboo. These receipts awakened confidence, and a description of the gold of the district, which corresponded with the character of that just received, accounted for the enormous earnings. The gold was all coarse gold, granulated, gravelly stuff, mixed with pellets and pebbles of pure metal of considerable size. Of the fine-scale gold of Fraser River, a man could not physically wash out so much as the reported individual earnings, but of such nuggets as then came down it was easy to take out pounds' weight in a day. Freshets from the melting snow carried away the flumes, and the miners' labours were suspended for some time towards the end of May by the floods from the melting snows of the adjacent mountains, and there was a scarcity of food. The roads, or tracks and trails, at any time only fit for mule travel, were then impassable for animals, and provisions had to be carried on the backs of Indians, who were paid 50 dollars (£10) a day for "packing." Labouring men, who had no mining claims of their own, were hired to work those of the miners at 7 dollars (£1 8s.) and 8 dollars (£1 12s.), and found. Provisions were relatively high in price. Flour was at 38c. (1s. 7d.) per lb.; bacon 75c. (3s. 1½d.); beans, 40c. (1s. 8d.); tea, 1 dollar 50c. (4s. 3d.); sugar and coffee, 75c. per lb. Single meals at the *restaurant's*, consisting of beans and bacon and a cup of bad coffee, cost 2 dollars (8s. 4d.).(a) A cor-

(a) The dollar is 4s. 2d. English money.

respondent of one of the newspapers in Victoria, writing from Cariboo at this time, quotes the prices of what, in the grandiose style of these parts, he calls "miners' luxuries," as follows:—A tin pan (worth 5*d.*) sold for 8 dollars (£1 12*s.* 9*d.*); picks and shovels, 6 dollars each; ditto, with handles, *i.e.*, shovels, 7 dollars 50*c.* each (£1 4*s.* 6*d.* and £1 10*s.* 6*d.*). Washing was charged for at 6 dollars a dozen pieces (£1 4*s.* 6*d.*). The latter is the only item of "luxury" I see in the "Price Current," and I cannot believe that the laundryman was much patronized. It was added that "business of every description was lively." At such prices a man would need to earn his £5 to £20 a day to enable him to keep "business lively." (*a.*) These wages and prices show the large gains of the miners.

The first news of operations in June exceeded the glowing accounts of May. The melting of the snow kept many miners idle, and the country was covered with mud and slush, which made travelling almost impossible. However, those who could work earned largely, one "rocker" washing out 50 ounces of a forenoon, and three men "washing out" 100 ounces from a flume in a week. Omitting these "big strikes," which fell to the lot of the favoured few, we find that the fickle goddess was more sparing in her gifts to others. 50 dollars to 100 dollars, and as low as 20 dollars a day, are quoted as individual earnings. A person on the spot wrote, what seems to have been the truth, judging from what one knows of the temper and habits of the miner,—"Those who have claims are making piles. Those who have not are making nothing and have nothing. These were the unlucky ones, who would not choose to work on hire, and who were waiting on Providence for 'something to turn up,' and for good weather to set out on a 'prospecting' tour, from which many of them would return footsore and 'strapped,' *i. e.*, 'dead broke.'"

In June intelligence reached Cariboo that gold had been discovered on the east side of the Rocky Mountains in British territory. This news, and the return to Antler Creek of exploring parties with a report that they had found "favourable indications of gold and plenty of rich quartz veins, 30 miles off," added intensity to an ex-

(*a.*) A still later account gives the following prices: Provisions still rather dear in consequence of the scarcity caused by increased consumption; meals, 2 dollars (8*s.* 4*d.*); flour, 70*c.* (2*s.* 11*d.*) per lb.; beef, 50*c.* (2*s.* 1*d.*); beans, 90*c.* (3*s.* 1*d.*) per lb.; and liquor—"Minie rifle and tangle-leg, 'warranted to kill at any distance,' was snapped up at 50*c.* (2*s.* 1*d.*) a glass." Contrast these prices with those of February, 1861, in the Colonization Circular for that year: Flour, 17*s.* barrel of 196*lbs.* (about 1*s.* a pound), and beef, 6*d.* a pound. This shows how prices will rise in 6 or 8 months.

citement already at fever heat. Many of the miners wandered about the pathless wilderness "prospecting" for rich and yet richer "claims" which would contain the philosopher's stone, and lost their time and their strength and health in their restless wanderings, and earned nothing.

Presently the weather improved, provisions became abundant, new discoveries were being made at great distances apart, and success attended the efforts of all who worked steadily and stuck to one spot. On Keithley's Creek a party of five "divided" 1,200 dollars (£250) from one day's labour, and their daily average was a pound weight of gold a day.

Several "sluices" were set to work on this creek, and the results were 20 dollars (£4 3s. 4d.) to 50 dollars (£10 8s. 4d.) per man per day. There were 200 men on this creek, of whom 75 were at work about the middle of June. The gold found was in small nuggets, of the value of 6s. to 8s. sterling each piece. No quicksilver was used to amalgamate the gold, which made a vast saving in time and expense, and which enabled the miner to make such large gains as I have stated above. Another fact, peculiar to the Cariboo Diggings generally, is that the gold is found near the surface—a few inches, a foot or two, and very seldom more than six feet below the surface. There is an efflorescence of gold near the surface in the virgin soil of most gold-bearing countries, but I never knew it so general as it is here.

The diggings on Snow-shoe Creek were opened in June, and yielded 12 dollars (£2 10s.) to 25 dollars (£5 4s. 2d.) to the hand per day.

Here are a few statistics of this remote country, noted down in June by a traveller:—

"A little town springing up at Keithley's, consisting of three grocery stores, a bakery, a restaurant, a butcher's shop (cattle had by this time been driven up from Oregon and the Lower Fraser), a blacksmith's shop, and several taverns, some in tents and some in log-houses. At Antler 10 houses are erected, and a sawmill on the Creek. In all Cariboo there are five white women and three physicians. Several vegetable gardens started at various points."

The native Indians fairly quiet, civil, and industrious; very useful as carriers of provisions, &c. The mule trails rendered impassable; but the Government appropriated 2,000 dollars (£416 13s.) for opening a bridle road to the district, and the miners of Antler and of Keithley's subscribed 800 dollars to open a trail to the former place. Labourers' wages at Antler, 8 dollars a day; at Keithley's 7 dollars a day—and board in both cases. A considerable number of hands

thus employed. When a member of a "company" cannot work himself, he puts a hired man in his place.

We had from the first discovery of this gold district heard most unfavourable reports of the severity of the winter season, which was said to render the country uninhabitable. The matter was set at rest by some Canadians who wintered in Cariboo last year. They found the intensity of the cold so much less than in the Canadas that they represented the climate as mild compared with that of their native country. It is inhospitable from the altitude and the abundance of mountains, the level land being about 3,000 feet, and the mountains 5,000 feet more, above the level of the sea. The spring is wet, and the summer subject to frequent rains. The snow falls in October, and when the winter is fairly set in the weather continues cold, clear, and dry. The mining season continues from May to October at present; but when accommodations increase, and the miners begin to tunnel the banks and hills for gold, as they soon will do, the winter will present no obstacles to continuous work, under cover, during the whole season.

A mining claim is a parallelogram (square) piece of ground 100 feet wide, from bank to bank of a creek. The depth is indefinite, varying, of course, with the width of the creek. Each miner is entitled to one of these "claims," and there may be several miners associated together to work a "claim." In case of such an association amounting to five miners, the "company" would be entitled to 500 feet of ground in width, and running from bank to bank. At first many miners "took up" claims in simulated names, and thus caused a monopoly—an evil which was remedied by the Government Gold Commissioner when he visited the country in the summer.

Under the mining laws of British Columbia, which are well adapted to the country, the miners have the power to regulate their own mining affairs, such as settling the size of claims, which must vary in different localities, &c., with the assent and assistance of the Gold Commissioner in each district, and subject to the approval of the Governor.

The provisions of the mining laws are very seldom, if ever, complied with *in all respects*; but still the mining operations are conducted with exemplary propriety, and no body of men, upon the whole, could conduct themselves more peaceably than do the miners of British Columbia. All disputes are submitted to the commissioner, and if his decision is not acquiesced in an appeal is taken to the judge of the Supreme Court of Civil Justice (the only one in the whole colony), who goes circuit to all the inhabited parts of the country.

While on this subject I should not be doing justice to the country if I failed to remark upon the absence of crime generally in British Columbia. The fact is as remarkable, considering the heterogeneous nature of the population, as it is gratifying. It speaks well for the miners, and for the magistrates also, who are a very efficient and respectable body, all young men in the prime of life; and I am certain, from my knowledge of his character, that the moral effect of the judge's free intercourse with all classes, of his disinterested counsel when appealed to extra-judicially—as he frequently is, to settle disputes—and of his urbanity, is very beneficial. The exercise of his good-nature prevents litigation, and the fearlessness with which he punishes crime prevents the commission of heinous offences.

July opened with increased exertions and proportionate results, in consequence of the disappearance of the snow. Six miles from Antler, 31 ounces were "cleaned out" in one day in a hole only two feet under the surface. The bottom was composed of "rotten slate,"—a favourable formation, indicative of gold. 8,000 dollars had previously been taken out of the same claim. Another spot was discovered where the pay-dirt was two feet thick and full of nuggety gold. 1,000 dollars was paid for a claim, which the purchaser resold shortly afterwards at a profit of 500 dollars. Wages now rose ten dollars a day. Quartz leads (the matrix of gold) of considerable breadth was discovered near Keithley's. Some claims began to pay as high as 1,000 dollars a day, and several from 20 to 25 ounces. Four days' work yielded a man 104 ounces, and some men from Victoria were making two and three ounces each a-day. The town of Antler growing "like magic." Instead of 10 houses, as it counted last month, it now boasts of 20 substantial stores, whisky shops, and other edifices, surrounded by any number of tents.

The prosperity of the town was in part indebted to an evil influence. Professional gamblers track the successful miner as the carrion crow scents the dead on a battlefield. "The chink of money and the sound of gamblers' voices are heard at all hours. Monté and Paro Banks and Poker Games are all the go. Large sums of money change hands constantly; I heard of one party who lost, between three of them, 27,000 dollars.

I met a Spaniard on his return from Cariboo. He is a muleteer, and was engaged in packing. On my asking him about the richness of the mines, he answered that the gambling was as rife and carried on as high as in California in her palmiest days. The Spaniard did not penetrate far into the mining region, neither did he gather many statistics. He saw piles of gold bullion and of 20 dollar pieces laid

out on the gambling tables, and he saw a bank of portentous size, and he saw large stakes played and won and lost; and all these evidences of wealth satisfied him that "the country was saved" without going beyond Antler. He had been informed that Cariboo was a "fizzle;" but at Antler he changed his opinion, and went vigorously into the packing business, made money, and is now building a house to enjoy his *otium cum dignitate*.

It is hard to suggest a cure for this vice of new mining countries. The miner requires relaxation, and no healthy means of relaxation exist. He will adopt the first and readiest.

I do not see what the Government can do except to discourage it. It cannot put it down with the strong arm, for the rapid growth of population and of wealth outrun Government administration in these cases of sudden developments of the treasures of the earth. The magistrate intimated that he would hold the tavern-keepers who permitted gambling in their houses responsible. Beyond this his means of enforcing the law would not carry him. The vice will wear itself out, as it did in California.

In August and September mining was at its height. Here are a few facts culled from a mass of correspondence and verbal information received:—On the Antler Creek the rocker yielded 50 ounces of gold of a forenoon. The average yield on the fluming claims is 60 ounces a-day to the hand. Later the creek yielded 100 and 130 ounces a day from small claims. Three quarters of a mile below the town of Antler 40 to 60 ounces a day to the hand, obtained by a company of two men from one of the richest claims on the stream. Since last spring these two men have taken out 18,000 dollars with a rocker. M. Donnell's claim not paying so well for the last three weeks, but up to that time it gave 60 to 100 dollars a day. The town site is threatened to be washed away, as the miners are entitled to all mineral ground which lay waste when they staked it off for mining. Water for sluicing sold at 50c. (2s.) an inch (cubic measure, flowing through a square tube), yet after paying this heavy charge, the yield left 40 to 60 dollars a day to the miner. Eleven companies on the creek making large gains. Others not doing so well—15, 20, and up to 50 dollars a day to the hand only.

On Keithley's Creek the companies were making from 50 to 100 dollars a day to the hand, and on the hillside (dry diggings) 120 dollars a man per day.

The miners were by this time enabled to extend their means and appliances to save manual labour. Flumes were built of enormous size and length, with numerous wheel-pumps to supply water for washing the gold, which were to be seen turning constantly, "as far

as the eye could reach." "The magnitude of the works was surprising." These were due to the neighbouring sawmill, which produced lumber on the spot, and must have also yielded a rich return to the proprietors, for the price was high, of course, 25c. a foot and upwards.

The mining holes were described as shining with gold. When the bed rock was laid bare it was found studded or paved with lumps of gold, and in every shovelful contained a considerable amount, in some cases to the amount of 10*l.* sterling, and required no washing, the nuggets or pellets of gold being picked out by hand.

The diggings were now found to be not only rich, but extensive, which led to a new enterprize. A drift was driven into one of the hills. This tunnelling is now the chief mode of working practised in California, where the efflorescence of gold has been long exhausted, and where the placeres are nearly so. Labourers were in demand (in Cariboo) for this work at 8 dollars a day and board, so that, with health, no man who chose to labour could fail to make money. A miner told my informant, at this time, that his claim would last him 10 years to work it out.

The Lowhee Creek yielded to four miners on the first two days of their work 5,200 dollars, and on the third day 72 ounces. These returns appeared fabulous, yet private information and published accounts agreed as to the facts, and in due time similar statements were verified by the appearance of the miners with the gold in New Westminster and Victoria.

The miners were now in good heart. Their condition was much improved by the abundance of salmon caught in the Fraser and other up-country rivers. There was abundance of grass, also, on the mountains all through the summer—a supply as necessary as human food, as all commodities being "packed" there were many mules and horses to feed.

A miner writes that his gains far surpass anything ever produced in California, and cites the fact of 1,700 dollars having been dug out of *two crevices* in the rock *less than three feet under the surface*. In fact, the explanation of the enormous yields is, as I before stated, the large, solid, nuggety character of the gold, and its proximity to the surface. Men who had never mined before, tradesmen, mechanics, and labourers new to the work, did just as well as the old, practised miner. This result will cease as the efflorescence of gold near the surface becomes exhausted. Then some skill and much labour will be required to produce far less results than paid the exertions of the Cariboo men last season.

"Veins and boulders of quartz are seen in every direction in the hills, such as would of themselves create an excitement in any other country," but they are here neglected for the placeres, which are so much more easily worked. A person writing from the diggings says, "The country is covered with quartz and with indications of volcanic action," and concludes "that this is the richest gold country in the world." The development of the wealth which lies in quartz must be obtained by the application of capital and engineering and mining skill. It is a fit subject for the capitalists of England, and as capital has just as much protection in British Columbia as in any part of the Empire, and property and life are equally as well protected, I have no doubt the quartz magnet will attract the necessary capital in due time, and that we shall hear the Stock Exchange resound with the quotations of shares in many mining companies in Cariboo and elsewhere in the colony by and by.

At this time (in autumn) a man who left Victoria penniless arrived with 2,000 dollars in dust, which he had dug in about two months. Williams's Creek, which finally turned out the greatest success of all the creeks for rich single yields, began in August to produce. Dawson and Co. took out fifty ounces in one day, and in a few days reached the bed-rock, when in one pan of pay-dirt they got 600 dollars. Abbott and Co., on sinking three to four feet, obtained 900 dollars in one pan-full of dirt. This extraordinary fact was confirmed by Mr. Abbott himself when he came down to Victoria the other day. He and his two partners made each a fortune in less than three months. I will come to their case more in detail presently.

Several new creeks discovered in July and August which prospected well. Several layers of pay-dirt, that is, strata of gold-bearing gravel and of blue clay, one over the other, with layers of earth between, now found, so that increased workings lower down in the same ground produced gold.

On Vanwinckle Creek the best claim produced 100 to 200 dollars a-day to the hand. The companies above and below, average 50 dollars and 60 dollars a-day to the hand; and the diggings near the surface, just as they were in California in 1849, equally rich.

Gold dust was worth 16 dols. 30 c. to 16 dols. 50 c. the ounce (£3 6s. 10d. and £3 7s. 7d.), and it was taken in exchange for goods at 17 dollars the ounce. The average ley of the gold has not yet been accurately ascertained. Some of it gave 918-1000ths fine, which is very high. Some gave from 800 to 900-1000ths fine, and the average is taken at 850 fine.

I need hardly remark to you that I would not have lent myself to giving currency to these marvellous stories were I not fortified by my own knowledge of the general truth of all I write.

GOVERNMENT INFORMATION RELATING TO THE NEW GOLD FIELDS IN BRITISH COLUMBIA.

THE first information given by government on the subject of the gold fields of British Columbia, was in the Government Colonization Circular for 1860. This information we extract, that our readers may judge how cautiously the government accepted the news of these nests of future wealth. It is amusing to contrast this account with that of the *Times* already given.

GOLD FIELDS OF BRITISH COLUMBIA.

There seems good reason to suppose that the gold fields of this colony, are both extensive and rich.

Governor Douglas, in a despatch dated January, 1859, states, that it is supposed on very probable grounds that the whole course of the Frazer River, to its sources in the Rocky Mountains, contains deposits of gold.

Gold was known to exist in Queen Charlotte's Island in 1830, but it was not until April, 1856, that Governor Douglas reported to the Secretary of State, that considerable quantities of gold had been found in the upper Columbia River. It was subsequently discovered in its natural state of deposit in the district of Frazer River and of Thompson's River, commonly known as the Quaaateau, Couteau, and Shuswap countries, which are the principal gold fields of the colony.

The governor in the despatch above mentioned states, that reports continue to arrive respecting the rich deposits of gold on or about Bridge River. The gold generally is coarse and lumpy, not requiring quicksilver for its separation from the soil.

Gold has been also found at Stonia, a point on Frazer's River, five miles beyond Hudson's Bay establishment of Alexandria, about 400 miles from the sea coast.

THE COLONIAL SECRETARY'S INFORMATION.

THE following information relating to British Columbia and its gold fields was published by government in 1861, and bore date February, 1860.

BRITISH COLUMBIA AND VANCOUVER'S ISLAND.

BRITISH COLUMBIA.—W. R. G. Young, Esq., the Colonial Secretary, in a Report dated Victoria, 22nd February, 1861, says:—“British Columbia being a gold producing country, with little else than the gold yet developed, it is difficult to recommend any particular class to emigrate to its shores. Amongst the miners are to be found men of every class and trade, who, when sufficient inducements offer, by there being a demand for their particular calling, will readily abandon the one occupation to engage in the other, and *vice versa*. But the resources of the country, independently of gold, are undoubtedly great, and the prospects held out to an industrial population by no means discouraging, even in this early stage. Land can be easily acquired by pre-emption without immediate payment, and the soil is abundantly fruitful; while the demand for its productions hitherto far exceeds the supply. Men of steady and industrious habits, possessed of small capital, who would be content to forego the glittering, though perhaps meretricious, allurements of the gold fields, remembering that where one man may realise a competence, hundreds do actually fail in procuring more than a livelihood, would, there is but little doubt, do well in following agricultural pursuits in British Columbia. Those who have done so, hitherto, have reaped a rich harvest. Men of the ‘navigator’ class would also, it is believed, do well, for the Government are engaged in the almost interminable work of opening out roads and communications to the interior, and the cost of labour hitherto upon such works as these has, in consequence of the principal portion being drawn from the gold fields, been very heavy.

“Female domestic servants would meet with instant employment, and for this class there is, and would be, a continual demand, as the disproportion of males is so great, that an unmarried woman who has reached the age of 20 is, it is believed, not to be found in the colony.

“VANCOUVER'S ISLAND offers good inducements to farm labourers, mechanics of every description, and domestic servants of both sexes, but especially to female domestics, as the few at present to be found

in the island readily obtain places at wages varying from £4 to £6 per month. A large proportion of the vegetables consumed in Vancouver's Island are imported from the neighbouring American territory, and it may, therefore, be fairly assumed that agricultural pursuits would yield a good return. Small farmers would do well, but they must be possessed of sufficient capital to be independent for the first twelve months.

"The pre-emption system is established in Vancouver's Island, and rich and valuable land within a short distance of Victoria, the capital, if not open to pre-emption, can be readily leased at a ground rent of from 4s. to £1 per acre per annum."

GEOGRAPHY OF BRITISH COLUMBIA.

THE GOVERNMENT CIRCULAR THUS DEFINES BRITISH COLUMBIA.

THAT part of British territory on the north-west coast of North America, previously known as New Caledonia, has, by an Act passed on the 2nd of August, 1858 (21 & 22 Vict. cap. 99), been erected into a colony, under the name of "British Columbia." It is bounded on the south by the frontier of the United States (*i.e.*, the 49th degree of north latitude), on the east by the main chain of the Rocky Mountains, on the north by Simpson's River and the Finlay branch of the Peace River; and on the west by the Pacific Ocean. It includes Queen Charlotte's Island and all other adjacent islands, except Vancouver's Island, and the islands adjacent thereto. The Queen, however, may at any time, upon a joint address of the two Houses of the Legislature of Vancouver's Island, incorporate it with British Columbia.

Extent of Colony.—British Columbia possesses an extent of about 500 miles of sea coast, stretching from the point where the 49th parallel of latitude strikes the sea coast to the line of the Russian possessions in Portland Canal.

The area of the colony, including Queen Charlotte's Island, is computed by Mr. Arrowsmith to contain about 200,000 square miles.

Laws.—The civil and criminal laws of England, so far as they are not inapplicable from local circumstances, prevail throughout the colony, subject of course to be modified by the Queen in Council or by local legislation.

New Westminster is the capital town, and is situated on the right or north bank of Fraser's River.

SECONDARY TOWNS.

Hope; Yale; Douglas; Cayoosh; Lytton; Derby; Princetown; and Alexandria.

CROWN LANDS OF BRITISH COLUMBIA.

THE following are the regulations referring to the crown lands of British Columbia.

BRITISH COLUMBIA.

The disposal of the crown lands in British Columbia is regulated by four proclamations of the Governor, having the force of law, dated respectively 4th January and 20th January, 1860, and No. 1 and No. 2 of the 19th January, 1861. These proclamations will be found printed *in extenso* in the appendices to the Emigration Commissioners' Annual Reports for 1860 and 1861.

Sale by Auction.—All town and suburban lots and *surveyed* agricultural lands, are, under the proclamation of January 20th, 1860, to be offered for sale, in the first instance by public auction; and if not sold may afterwards be purchased by private contract at the upset price, which for country lands is fixed by proclamation No. 2, of 19th January, 1861, at 4*s.* 2*d.* per acre, to be paid on delivery of the deed of grant.

Pre-emption Rights.—Under the particular circumstances of the colony, however, and with a view to promote its settlement, provision is made by the proclamations of 4th January, 1860, and No. 1 of 19th January, 1860, whereby settlers can obtain without immediate payment small portions of *unsurveyed* land. The following is the substance of the principal provisions of these two proclamations:—

British subjects and aliens who shall take the oath of allegiance may acquire unoccupied, unreserved, and *unsurveyed* Crown Lands (not being the site of an existent or proposed town or auriferous land, or an Indian reserve or settlement) in fee simple on taking possession and recording their claim with the nearest resident magistrate to any quantity not exceeding 160 acres. The fee to the magistrate for this record is 8*s.*

When the Government survey shall extend to the land thus pre-empted, as it is termed, the claimant or his heirs or (if he shall have obtained from the nearest magistrate a certificate that he has made

permanent improvements thereon, to the value of 10s. an acre) his assigns shall be entitled, if there has been a continuous occupation of the land, to purchase it at 4s. 2d. per acre.

Priority of pre-emption is secured by the person in occupation, who shall first record his claim.

On payment of the purchase money the purchaser obtains a conveyance, which, however, reserves to the Crown the precious minerals, with the right to enter and work them by its assignees and licensees; but if this right is exercised, reasonable compensation is to be made for the waste and damage done, to be settled in case of dispute by a jury of 6.

In addition to the land thus "*pre-empted*," the claimant may *purchase* any quantity of *unsurveyed* land not otherwise appropriated by an immediate payment of 4s. 2d. an acre.

Any allotment thus sought to be acquired either by pre-emption or purchase must be of a rectangular form, the shortest side being at least two-thirds of the length of the longest side. The boundaries must also run as nearly as possible by the cardinal points of the compass, but natural boundaries may be taken when they exist. If the land is bounded by a purchased or "*pre-empted*" claim, the line of such claim may be adopted, notwithstanding any irregularity in it arising from the adoption of natural boundaries. Land enclosed partially or entirely between two or more claims, and not exceeding 160 acres in area, may be purchased or "*pre-empted*," notwithstanding irregularity of form or disproportion in length of sides. The claimants must, moreover, give to the magistrate the best possible description of the land, together with a rough plan thereof.

If any person holding under a pre-emptive claim shall cease to occupy the land, the claim may be cancelled by the nearest resident magistrate, whose decision, however, may be appealed against to the Court of Civil Justice on security for the appeal being given.

Occupants of *unsurveyed* lands, whether by purchase or under pre-emption, may bring ejectment or trespass against any intruder on the land, as if they were seized with the legal estate in possession; but they cannot exclude free miners from searching for the precious metals, working them, or carrying water for mining purposes over the land, although they will be entitled to compensation for damage done, as before mentioned.

The Government, however, may resume such portion of the pre-empted or purchased land as may be required for roads or other public purposes.

VANCOUVER'S ISLAND.

The Crown lands in this island are divided into four classes : (1) country lands ; (2) *mineral* lands ; (3) town lands ; (4) suburban lands.

With a view to promote the settlement of the colony, pending the legal difficulties which at present impede the issue of Crown grants, a Proclamation, dated 19th February, 1861, has been issued, allowing settlers, as a provisional arrangement, to occupy country lands in certain districts, with a right of pre-emption.

The following is an abstract of the provisions of this proclamation, the operation of which was, by a subsequent proclamation, dated 21st March, 1861, extended to the whole of the island and its dependencies :—

1. *Price*.—The upset price of all country land is to be 4s. 2d. per acre.

2. *Pre-emption*.—Male British subjects, and aliens above the age of eighteen, who shall take the oath of allegiance, may pre-empt, as it is termed, in any district (not being an Indian reserve or settlement) unsold Crown lands to the extent of 150 acres for a single man, and 200 acres for a married man, whose wife is resident in the colony, with an additional ten acres for each of his children under eighteen years of age, if also resident.

3. British subjects who may have become subjects or citizens of any foreign state must take the oath of allegiance before they can exercise the right of pre-emption.

4. Immediately after occupation, the pre-emptor must record his claim at the office of the surveyor-general at Victoria, paying a fee of 8s. 4d.

5, 6, & 7. *Unsurveyed Land*.—The lots which may be selected for pre-emption must be of a rectangular (square) form, the shortest side being two-fifths the length of the longest side, and the boundaries must run as nearly as possible by the cardinal points of the compass ; but natural boundaries may be taken where they exist. The claimant must give the best possible description thereof, in writing, with a map, to the surveyor-general, and identify the land by placing a post at each corner of the lot.

8. *Surveyed Land*.—The description of these must be based on the landmarks of the government survey.

9. *Payment*.—If the land be *unsurveyed*, the claimant must, as soon as it is surveyed, pay into the Land Office at Victoria the purchase-money at the rate of 4s. 2d. per acre. If the land be already

surveyed, the payment is to be made in three separate instalments, the first, of 1s. 1*d.* per acre, within one year from the date the claim was recorded; the second, of a similar sum, within two years from such date; and the balance of 2s. an acre within three years. On any default in payment the pre-emption claim, and any paid-up instalments, are forfeited.

10 & 11. A certificate of improvement is to be issued to the pre-emptor, his heirs or devisees, by the Surveyor-General, after the claim has been occupied permanently for two years, and permanent improvements have been made thereon to the value of 10s. per acre. This certificate entitles the holder to sell, mortgage, or lease (subject to any unpaid instalments) the land in question. In the absence of such a certificate the land cannot be so disposed of until the full purchase-money has been paid.

12 & 13. Upon payment of the whole of the purchase-money, if the land has been surveyed, a conveyance is at once executed in favour of the pre-emptor. The Crown reserves, however, the power to resume any portion of the land required for public purposes, and also the precious minerals, with the right to work them. If the land has not been surveyed when the full purchase-money is paid, the conveyance is to be executed as soon as possible after the survey shall be completed. After survey, the pre-emptor may take, at 4s. 2*d.* per acre, any quantity of any unpre-empted land which may be included in the sections containing his pre-empted land. If, however, he does not exercise this option, he forfeits so much of the pre-empted land as lies in those sections.

14. *Priority of title* is secured by the person in occupation who first records his claim.

15. When any person ceases to occupy pre-empted land for two months, the surveyor-general may summarily cancel his claim, and record *de novo* the claim of a fresh applicant.

16. When the Crown, or its assignee, acts on the reserved right to enter land and work the precious metals, reasonable compensation for waste and damage is to be paid to the land-holder. Disputes on this point are to be settled by a jury of six men, to be summoned by the surveyor-general.

17. The right of the licensees of the Crown to search for precious metals on any *unenclosed* land is reserved, subject to the foregoing conditions.

18. Water privileges, and the right of carrying water for mining purposes over any lands, even after they have been conveyed, may be claimed and exercised by miners holding a license for the purpose from the surveyor-general, subject to the payment of compensation

for waste or damage, which is to be fixed, in case of dispute, by a jury of six men, to be summoned by the surveyor-general.

19. *Arbitration.*—Disputes respecting claims to land may, before action brought, be settled in a summary way by the surveyor-general.

GOVERNMENT REPORT (1859) OF VICTORIA, THE CAPITAL OF VANCOUVER'S ISLAND.

THE following details respecting Victoria, the capital of Vancouver's Island, are extracted from the *Victoria Gazette* of 1st February, 1859:—First-class hotels, with bars, 5; ditto, without bars, 2; restaurants, first-class, 6; ditto, second-class, 9 (this does not include private boarding-houses, or any of the numerous little eating and lodging-houses, where meals are occasionally served). First-class saloons, with billiard-tables, 3; second-class ditto, with bar only, 12; butchers' shops, first-class, 4; game, vegetable, and meat markets, 5; fish markets, 2; barbers' shops, 9; intelligence office, 1; reading-room, 1; express office, 1; printing-offices, 2; buildings in town proper, 550; ditto, in process of erection, 45.

PRIVILEGES OF ALIENS IN BRITISH COLUMBIA.

IN this colony the privileges of aliens are at present regulated by a proclamation, dated 14th May, 1859, and issued by the Governor, under the authority of the Imperial Act 21 & 22 Vict., cap. 99, and of his commission. By this proclamation aliens have the same capacity to hold and transmit landed and real estate of every description as natural-born British subjects, and after a residence of three years may demand naturalization on producing a declaration of residence and character from some British subject, on making himself a declaration of residence, and on taking the oath of allegiance. The latter declaration must be made and oath taken before a Justice of the Peace, who is to declare that he knows no reason why the applicant should not be naturalised. These conditions being fulfilled, the Court of British Columbia is to record the proceedings, and the alien is then to be deemed a British subject for all purposes whatsoever *while* within the colony. The cost of this process is 18s. Aliens, wives of British subjects, are to be deemed to be naturalized.

The naturalization may be annulled (in addition to the penalties for perjury) if any party to either of the above declarations is convicted of perjury therein.

[Proclamation printed in Parliamentary Papers, part 3, on British Columbia, presented to Parliament 1860.]

CLIMATE OF BRITISH COLUMBIA.

THE climate is represented as variable, and the transitions, though periodically regular, as remarkably sudden if not violent, but, on the whole, remarkably healthy and invigorating.

Mr. McLean, one of the Hudson's Bay Company's servants, states that at Stewart's Lake in the month of July he experienced every possible change of weather within twelve hours, frost in the morning, scorching heat at noon, and then rain, hail, and snow.

The winter season is subject to the same vicissitudes, though not in such extreme degrees.

Mr. A. C. Anderson, late Chief Trader of the Hudson's Bay Company's service, states that snow begins to fall in the mountains early in October; that the summer climate about the forks of the Thompson River is dry and the heat great; that during winter the thermometer indicates occasionally from 20° to 30° of cold below zero of Fahrenheit, but that such severe cold seldom lasts on the upper parts of Fraser's River for more than three days. The thermometer will then continue to fluctuate between zero and the freezing point, until, possibly, another interval of cold arrives.

He adds that the winters are extremely capricious throughout those regions, that no two resemble each other very closely, and that in general the snow does not fall deep enough along the banks of the main streams to preclude winter travelling with pack animals.

In ascending Fraser's River mosquitoes are very numerous during the summer season, and as the sea breeze is seldom felt the air is extremely sultry. The mosquitoes cease, however, below Fort Hope.

Governor Douglas, in a despatch dated the 21st January, 1859, states that the climate at Lytton on the Fraser, near the junction of the Thompson, is pleasant and temperate, and that the weather is generally clear and dry in so remarkable a degree that from the 24th of August to the 19th December, 1858, there had not been, in all, more than 12 hours' rain or snow.

CLIMATE OF VANCOUVER'S ISLAND.

THE climate in this island is stated to be excellent, and has been compared to the climate of the milder parts of England or to that in the South of France. Indeed, it is said to be preferable to that of England, as it has more fine steady weather, is far less changeable, and on the whole milder. The days in summer are warm, but not oppressive, and free from glare; the evenings are cool, with a gentle sea breeze. Heavy rains are said to fall in September. The winter is a little cold, but not severe, and rather wet. There are occasional frosts and falls of snow, but they never last long.

GOLD REGULATIONS.

THE following is the substance of the Gold Fields Act, 1859, passed on the 31st of August of that year, which came into operation as regards Queen Charlotte's Island, on the 1st of January, 1860, and as regards the rest of British Columbia on the 1st of September, 1859.

This Act and the former regulations will be found printed in full in the Appendix to the Engineer Commissioners' Annual Report for 1861.

The Governor may appoint Gold Commissioners, who, within certain districts, may issue "free miners' certificates," authorising the holder to mine upon Crown lands, and may register claims (*i.e.*, allotments of auriferous land to individual miners); 1*l.* is to be paid for a free miner's certificate, which must be countersigned by the miner and is not transferable, and 4*s.* for the registration of a claim. Each is valid for a year.

The Gold Commissioner is to possess all the authority of a Justice of the Peace, with power to try and settle summarily all miners' disputes and abate encroachments. He is to be judge of law and fact, subject to an appeal to the Supreme Court, when in civil cases the value of the matter in dispute exceeds 20*l.*, or when in criminal matters the fine exceeds that sum, or the imprisonment exceeds 30 days. He may also mark out plots of 5 acres for the occupation of the miners as gardens or residences, and other plots for the occupation of traders.

The Governor may also lease auriferous lands under regulations to be prescribed by himself.

On the petition of 100 free miners in any district, the Governor may establish a "Mining Board," to consist of from 6 to 12 persons,

ASSAY OFFICE OF BRITISH COLUMBIA.

THE establishment of an assay office in British Columbia has recently been sanctioned by the home Government.

BANKING ACCOMMODATION OF BRITISH COLUMBIA AND VANCOUVER'S ISLAND.

THE only banking accommodation for both British Columbia and Vancouver's Island is the Bank of British North America, Victoria, and Vancouver's Island. This bank is incorporate. The amount of the share is £50. The extent of the shareholder's liability is not great. In most colonial banks he is liable to twice the amount of the share, but in the case of the Bank of British North America the liability is limited to paid-up capital. The head office of the bank is situate at 7, St. Helen's Place, Bishopsgate, London. The capital of this bank is £1,000,000, all of which is paid up.

LEGAL AND MEDICAL PRACTITIONERS IN BRITISH COLUMBIA AND VANCOUVER'S ISLAND.

BRITISH COLUMBIA.

Medical Practitioners.—No legal enactment restraining or interfering with the practice of British or Foreign Physicians, Surgeons, and Apothecaries.

Barristers.—There may be enrolled as barristers of the court of British Columbia,—1st, any person called or qualified to be called to practise at the English or Irish bar, or as an advocate in Scotland, or who has taken the degree of Doctor of Laws at any University in the United Kingdom. 2nd, any person instructed within this colony, or on Vancouver's Island, in the knowledge and practice of the law by any practising barrister of the court, subject to any future regulation established within the colony.

Attorneys.—There may be enrolled as attorneys and solicitors of the said court,—1st, all persons entitled to practise as attorneys, solicitors, or proctors, in any of Her Majesty's courts in England or Ireland, or as writers to the signet or solicitors to the Supreme Courts in Scotland. 2nd, all persons instructed within the colony or Vancouver's Island, in the knowledge and practice of the law by any practising solicitor and attorney of the said court, subject, neverthe-

less, to future regulations. Until further order, all barristers of the court may appear and practise as attorneys and solicitors, and all attorneys and solicitors may practise and plead as barristers.

VANCOUVER'S ISLAND.

Medical Practitioners.—British or foreign physicians, surgeons, and apothecaries can practise immediately. No local enactment affecting them.

Barristers.—Such persons only as shall have been admitted as barristers in England or Ireland, or advocates of the Court of Session of Scotland, or to the degree of Doctor of Civil Law of Oxford, Cambridge, or Dublin.

Attorneys.—Such persons only as shall have been admitted to practise as attorneys or solicitors of any of the Courts of Record at Westminster or Dublin, or, being proctors, admitted to practice in any ecclesiastical court in England or Ireland, or being writers to the signet in Scotland.

SALE OF WASTE LANDS IN THE COLONIES.

THE general rule for the disposal of Crown land in the British colonies, is sale in fee simple. The exceptions are, mineral lands, lands used for pasturage, and lands in Hong Kong. The reason for the first exception is obvious; the second is the necessary consequence of the small value of land for purposes of pasture. Where it requires, as in Australia, four or five acres to feed a sheep, it can never be worth while to buy the land at any price which could be reasonably put on it. It is, therefore, let at rents varying from less than $\frac{1}{4}d.$ to about $1d.$ an acre, subject to conditions of resumption when required for settlement. The third exception arose from the necessity of obtaining a public revenue in Hong Kong, without the imposition of customs duties, which would interfere with its value as an *entrepôt*. In this difficulty, the rent of Crown land offered the most obvious resource, while the special circumstances of the colony, and the class of persons who alone were likely to settle there, removed the difficulty which would be felt in other colonies in collecting such rents.

The rule, then, being sale, there is some difference in the mode of sale in different colonies. Generally speaking, the land is put up to auction at an upset price, and sold to the highest bidder. Land that has been once put up and not sold, may, within certain limits

as to time, be purchased for the upset price by private contract. In some colonies, however, all surveyed land is open to purchasers at fixed prices.

Another point is the mode and time of payment. Formerly the payment was universally by instalments spread over several years. About 1842 this system was abolished, and the payment of 10 per cent. at the time of purchase, and the balance within a short period (generally a month), was substituted for it. This rule still prevails in the Australasian colonies, including New Zealand, and in all the colonies where the Crown lands are under the control of the Home Government. In Canada, New Brunswick, British Columbia, and Vancouver's Island, however, the system of payment of instalments has been reverted to.

In order to facilitate transfers and to prevent frauds, a system of registration of all transactions connected with land has been established in all the colonies.

GOVERNMENT EMIGRATION OFFICERS IN THE UNITED KINGDOM.

Com. Lean, R.N.	-	-	-	-	} London (Office, 70, Lower Thames Street).	
J. T. Forster, Esq., R.N.,	-	} Assis-	-	-		
Com. Westbrook, R.N.,	-					tants,
Lieut. Barnard, R.N.,	-	-	-	-		
Com. Prior, R.N.,	-	-	-	-	} Liverpool (Office, Stanley Buildings, Bath Street).	
Lieut. Bouchier, R.N.,	-	} Assis-	-	-		
Com. Saunders, R.N.,	-					tants,
Lieut. Hay, R.N.,	-					-
Lieut. Aldridge, R.N.,	-	-	-	-		
R. Evatt, Esq.,	-	-	-	-		
E. A. Smith, Esq., R.N.	Southampton.					
Capt. Stoll, R.N.,	Plymouth.					
Com. Stewart, R.N.,	Glasgow and Greenock.					
Capt. Dyer, R.N.,	Belfast.					
Capt. Keele, R.N.,	Londonderry.					
Com. Ellis, R.N.,	Limerick, &c.					
Capt. Kerr, R.N.,	Cork, &c.					

These officers act under the immediate directions of the Emigration Commissioners, and the following is a summary of their duties :—

They procure and give gratuitously information as to the sailing of ships and means of accommodation for emigrants; and whenever

applied to for that purpose, they see that all agreements between shipowners, agents, or masters, and intending emigrants are duly performed. They also see that the provisions of the Passengers' Act are strictly complied with, viz., that passenger vessels are seaworthy, that they have on board a sufficient supply of provisions, water, medicines, &c., and that they sail with proper punctuality.

They attend personally at their offices on every week day, and afford gratuitously all the assistance in their power to protect intending emigrants against fraud and imposition, and to obtain redress where oppression or injury has been practised on them.

PREMISING that this work will have some Canadian readers desirous of proceeding to our Western American gold fields, the following information will possess considerable value :—

ROUTES ETC. FROM QUEBEC TO THE PRINCIPAL POINTS IN CANADA AND THE NORTHERN AND WESTERN STATES OF AMERICA.

Route No. 1.—From Quebec through Canada to Windsor (on the Detroit River (St. Clair), the most westerly point of Upper Canada) and to the Western States, viz., Michigan, Indiana, Illinois, Wisconsin, Iowa or Minesota, proceeding by Grand Trunk Railway, Detroit, or first class steamers from Quebec, viâ Montreal, Kingston, and Toronto, to Hamilton, thence by the line of the Great Western Railway to Detroit, thence to Chicago by Michigan Central Railroad, and from Chicago by railroad to Galena on the Mississippi, or to St. Louis in the State of Missouri. To any of the northern ports of Lakes Michigan or Superior proceed by the Northern Railway from Toronto to Collingwood, 93 miles, whence steamers leave for Green Bay, Manitowoc, Sheboygan, Milwaukee, Bruce Mines (copper region), &c.

Route No. 2.—From Quebec to places on the American side of Lakes Ontario and Erie.

Passengers for this route proceed by steamers or Grand Trunk Railway from Quebec to Kingston, thence by lake steamers for French Creek, Sacket's Harbour, Oswego and Rochester, Lake Ontario.

For Ports on Lake Erie proceed to Toronto, thence by rail through Hamilton and Suspension Bridge or by steamer across Lake Ontario, to Niagara, Lewiston, and Buffalo; from Buffalo by steamer or railroad to Erie, Cleveland, Sandusky, and Toledo. For Cincinnati Ohio, Pittsburg in Pennsylvania, Louisville in Kentucky, take in

the railway for Cleveland. For parts in Indiana, proceed via Toledo.

Route No. 3.—From Quebec to the eastern townships of Lower Canada, to the New England States of America, and to New Brunswick.

Passengers proceed from Quebec by the Grand Trunk Railway, passing through Richmond and Sherbrooke, in the Eastern Townships, and thence through the State of Vermont, Massachusetts, and Maine, to Portland; from Portland trains and steamers connect daily with Boston, and to all places in the State of Connecticut and New Hampshire.

Also from Portland steamers leave twice a week for St. Andrew's and St. John, New Brunswick.

Route No. 4.—From Quebec to the Ottawa district and places on the Rideau Canal.

Passengers proceed by steamer or Grand Trunk Railway to Montreal, and from Montreal to Ottawa City (late Bytown) and places on the Rideau Canal by steamer every morning, or continue by the Grand Trunk Railway which connects at Prescott with the Ottawa and Prescott Railway. Those proceeding to Perth, Lanark, or any of the adjoining settlements, take the Brookville and Ottawa Railway. This is the best route to the settlements in the Bathurst district.

Route No. 5.—From Quebec to Troy, Albany, New York, Philadelphia.

Passengers proceed by steamer or Grand Trunk Railroad to Montreal, and from Montreal by railroad to Rousse's Point on Lake Champlain, thence by steamer to Burlington and Whitehall, by railway to Troy or Albany, and by steamer or railway down the Hudson River to New York City.

ALIENS, NATURALIZATION AND LAND-HOLDING RIGHTS OF, IN THE UNITED KINGDOM AND ALL COLONIES.

By the laws of England aliens cannot hold, and consequently cannot transmit to their representatives, any freehold lands until they are naturalized. The same legal principle prevails in the colonies.

Formerly the process of naturalization was effected in each case by a separate Act of the Legislature; but now, as regards the United Kingdom, it is regulated by a General Act,—the 7 & 8 Vict., cap. 66, passed in August, 1844. This statute provides that aliens who come to reside in any part of Great Britain or Ireland with intent to settle therein shall, upon obtaining a certificate of

naturalization from one of the Secretaries of State, and taking the oath of allegiance prescribed by the Act, enjoy all the rights and capacities of natural-born subjects, except the capacity of becoming Privy Councillors or Members of the Legislature.

To obtain a certificate of naturalization, a memorial is to be presented to one of the Secretaries of State, setting out the age, profession, trade, or occupation of the memorialist, and the duration of his residence in this country, and all other grounds upon which he seeks to acquire the privileges of a natural-born British subject.

The certificate, if obtained, is then to be enrolled in the Court of Chancery, and the oath of allegiance must be taken within 60 days of its date.

Under this Act, aliens, subjects of friendly states, may, without any certificate of naturalization, hold lands or houses for the purposes of residence or of business for any term not exceeding 21 years, with the same privileges as regards such property as a natural-born subject, except that of voting at elections for Members of Parliament.

It was doubtful how far this Act affected the colonies. To clear up this doubt, and to give validity to colonial legislation on the subject, the Imperial Act, 10 & 11 Vict., cap. 83, was passed in July, 1847.

This Act declares that the 7 & 8 Vict., cap. 66, does not extend to the colonies, but that all Acts of the Colonial Legislatures imparting privileges of naturalization within the limits of the particular colony shall be valid.

Under the authority of this statute several of the colonies have passed naturalization laws, following in the main features the provisions of the Imperial Act. Subjoined is the substance of these laws in those British colonies to which foreigners chiefly resort.

CANADA, VANCOUVER'S ISLAND, AND BRITISH COLUMBIA.

By the Colonial Acts, 12 Vict., cap. 197, and 22 Vict., cap. 1, aliens who have continuously resided three years, and have taken the oaths or affirmations of residence and of allegiance, and who have procured a certificate of residence to be filed of record, as directed by the Act, are entitled to all the rights and capacities in the colony of a natural-born subject.

The oaths of residence and allegiance are to be administered by any Justice of the Peace of the city, parish, or township in which the alien resides, and the certificate of residence is to be obtained from such Justice of the Peace, and is then to be recorded in the

Court of Quarter Sessions or Recorder's Court, and thereupon the privileges of naturalization (including the right to hold and transmit real estate) commence. The alien is entitled to demand a certificate of naturalization under the seal of such court, and of the signature of its clerk. This certificate of naturalization may, at his option, be registered at the Registry Office of any country within the Province; and a certified copy of such registry is made evidence in all the colonial courts. The whole cost of this process is 75 cents, or somewhat less than 3s. 2d. sterling.

The penalty for false swearing is the forfeiture of the privileges of naturalization superadded to the usual penalties of perjury.

REMITTANCE OF MONEY TO ASSIST EMIGRANTS ON ARRIVAL IN CANADA AND NEW BRUNSWICK.

THE Emigration Commissioners will receive and remit, free of charge, for the use of newly arrived emigrants of the poorer class, to the Government Immigration Agents in Canada and New Brunswick, any sum of money not less than £5 nor more than £20 from any one person, which may be paid to them or to their credit at the Bank of England for the purpose. The persons transmitting the money must furnish the Commissioners with the names and ages of the emigrants for whose benefit the money is deposited, and specify the manner in which it is to be spent in the colony; whether wholly in cash, or partly in cash and partly in providing the emigrants with provisions and conveyance to their destination.

The Commissioners do not engage to effect purchases of land, or otherwise to invest or retain the money for the benefit of individuals, but simply to instruct the government agents to apply it to the immediate use of the people after their arrival, either in the mode directed by the depositor; or, in the absence of such directions, in the manner which the Immigration Agents may deem most advantageous for the emigrants.

POSTSCRIPT.

I REALLY did not think my little book about the gold fields of British Columbia would have been so kindly received by the press, or so eagerly sought after by the Public. I have simply attempted to tell in a plain manner what I know about the Colony and the "diggings." So many letters have been sent to me asking all sorts of questions, that I feel bound to reply in those few cases where answers are not to be found in the book itself. I am obliged to say, however, that by far the greater number of my correspondents appear to have read my book in a hurried manner, as frequently the very particulars required are to be found therein as plain as print can be. I am willing to admit that in a few cases I have had questions put to me which are deserving of a more lengthened reply than it is possible for me to give, as I have made arrangements to return forthwith to the Colony, and am anxious to get over to Panama before the hot and deadly weather sets in; not wishing to chance the probability of being "floored" with the yellow fever.

Several of my correspondents wish to know the best route to, and probable expense of, the journey to Cariboo, and the class of persons most suitable for the gold fields. I have given it as my opinion that anyone with a good constitution and moderate powers of endurance, no matter what profession may be, will succeed in the new Gold Colony. The best route can be ascertained by my correspondents referring to Chapter III., or to the Shipping Agents and Steam Ship Companies, such as Messrs. Eives & Macey, Messrs. Filby & Co., Messrs. Webb & Co., Messrs. Wheatley, Starr, & Co., and other respectable Shipbrokers and Emigration Agents. In reference to the probable expense of getting to Cariboo, it is impossible for me here to give any information, so much must depend on the emigrant's means and previous life: besides, it must not be forgotten by intending *voyageurs* that having landed safely at Victoria, the capital of Vancouver's Island, they will have to cross to the mainland—and then go up the country for some hundreds of miles before the new gold fields can be reached; much will depend upon how this distance be traversed; of course the demand for horses is increasing every day—so that it may come at last, that, for a man to go *comfortably* up to the diggings will cost as much as the voyage out to Victoria.

A. M.; J. F.; I. A. H.; C. L.; M. D.; Capt. P.; and one or two others,—ask me if I am open to any kind of partnership—Joint Stock Company—or will act as pioneer to a "Band of Brothers." I thank all these gentlemen, but my already formed arrangements do not permit me to entertain any proposition of that kind; but such an arrangement amongst *themselves* would be highly desirable, and might greatly conduce to economy and comfort.

Lieut. T. and C. S. wish to know whether it would be advisable to take out a "cradle." As it is improbable that they have such an article already, I would recommend them and others not to think of purchasing here. It must not be forgotten that British Columbia is not very far from California, where there have been for a long time more cradles for sale than miners to buy them. There are plenty of cradles in Victoria by this time, which I have no doubt can be had at a fair price. Besides, if you take a cradle (unless you go by the Cape Horn route), it will cost you its value for carriage over and over again before you reach the fields. A good rule upon undertaking *this* kind of emigration is, never to take a thing that you can without hardship do without.

Another Correspondent asks, shall he take his horses out? By no means; he must sell them and take out the money, for if they are favourites he would hate them in a month. The exportation of horses is the most expensive and risky luxury an emigrant can indulge in. My correspondent's horses would do one of two things—die on the voyage, which would be lucky, perhaps, for their owner, or they would cost him three or four times their value before reaching the coast, and then they might be only fit for the knacker.

Some four or five Correspondents are very anxious about relatives who have emigrated to British Columbia, and who have not since been heard of; they enquire whether I happen to know them. I do not; but I have entered their names in my note-book, and will make some enquiry about them so soon as I arrive out. In the meantime my correspondents had better apply at the Office of the Emigration Commissioners, 8, Park Street, Westminster, who have frequently done good service in these matters.

ONE LAST WORD TO ALL INTENDING EMIGRANTS. Beware of the Californians at the diggings: Be civil, but, if you value a quiet life, on no account fraternize with them; have nothing to do with their broils and quarrels, but at all times and under all circumstances maintain an impartial neutrality. Be very careful how you allow yourself to be drawn into a dispute with them, and, unless your honour is concerned, do not come to blows, for they are notoriously the very scum of American and Californian society, and a set of ill-conditioned, blustering, and unwholesome fellows, who are only to be kept at a distance by determined but civil contempt.

I have been several times asked why I have not put a map to this book. The public have already a very good shilling's worth of *practical information* brought down to this day; but my publishers are about to issue a map, coloured, price 6*d.*, which will be found invaluable to all parties interested in British Columbia.

**GREAT CENTRAL DEPÔT,
144, HIGH HOLBORN,**

W. C.

**BRANCH DEPÔTS,
EDINBURGH, GLASGOW,
DUBLIN, LEEDS, MANCHES-
TER, AND CRYSTAL PALACE.**



SEWING MACHINES.

No Emigrant should think of going out to

CARIBOO

Or any other colony without the means of making, if necessary, his own tent, his own bedding, and his own clothing. He can only do this effectually with one of

NEWTON, WILSON, & Co.'s

PATENT SEWING MACHINES.

These are prepared specially for the purpose, being strong, simple, durable, and compact.

Anybody can work them without instruction, and they will never get out of order.

The Machine is completely enclosed, with all necessary implements, in a work box form, occupies less than a cubic foot, so that it is perfectly portable, and it requires no fixing. It will do every description of work, from the finest to the coarsest.

PRICE, COMPLETE, £12 12s.

Patterns of the different kinds of sewing done by this Machine, with Illustrated, Price List, sent post free from

NEWTON, WILSON, & CO.'S

Great Central Depôt,

144, HIGH HOLBORN, LONDON.

CHOLERA, DYSENTERY, DIARRHOEA, CRAMP, AGUE, FEVER, RHEUMATISM, &c.—All pain, vomiting, and distress cease in a few minutes after taking a dose of that wonderful **SEDATIVE ANODYNE** and **ANTISPASMODIC** remedy,



Discovered by Dr. J. Collis Browne, M.R.C.S.L. (ex-Army Medical Staff), the recipe of which was confided solely to J. T. Davenport, 33, Great Russell Street, Bloomsbury Square, London (Pharmaceutical Chemist). The medical testimony of civil, hospital, military, and naval practitioners pronounces it *Invaluable*. It relieves pain of any kind, soothes the restlessness of fever, and imparts the most refreshing sleep, without producing or leaving any of the unpleasant effects of opium.

As a proof of its efficacy a few extracts from numerous testimonials by Physicians and Surgeons are given:—

From W. WESALIUS PETTIGREW, M.D., Hon. F.R.C.S., England, formerly Lecturer upon Anatomy and Physiology at St. George's School of Medicine.—“I have used it in Consumption, Asthma, Diarrhoea, and other diseases, and am most perfectly satisfied with the results.”

Dr. GIBBON, Army Medical Staff, Calcutta.—“Two doses completely cured me of Diarrhoea.”

From C. V. RIDOUT, Esq., Surgeon, Egham.—“As an Astringent in severe Diarrhoea, and an antispasmodic in Colic with Cramps in the Abdomen, the relief is instantaneous.”

Extracts from the GENERAL BOARD OF HEALTH, London, as to its efficacy in Cholera.

1st Stage, or Premonitory—In this stage the remedy acts as a charm, one dose generally sufficient.

2nd Stage, or that of Vomiting and Purging—In this stage the remedy possesses great power, more than any other we are acquainted with, two or three doses being sufficient.

3rd Stage, or Collapse—In all cases restoring the pulse. So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases.

From A. MONTGOMERY, Esq., late Inspector of Hospitals, Bombay.—“Dr. J. Collis Browne's Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery, to it I fairly owe my restoration to health after 18 months severe suffering, and when all other remedies had failed.

From Dr. ANDREW SMITH, Director-General Army Medical Department.—“I have seen it used, and apparently with much advantage.”

CAUTION.

In consequence of the extraordinary efficacy of this remedy, several unprincipled parties have been induced to vend imitations. Never be tempted to buy Chlorodyne, except in sealed bottles, having the Government stamp, with the words “Dr. J. Collis Browne's Chlorodyne” engraved thereon. A sheet full of medical testimonials accompanies each bottle. Sole Manufacturer, J. T. DAVENPORT, 33, Great Russell Street, Bloomsbury, London. Sold in bottles, 2s. 9d. and 4s. 6d.

LONDON LINE OF PACKET SHIPS.
GOLD FIELDS OF BRITISH COLUMBIA.

To follow the "LOCKETT," and Sail in April.

DIRECT FOR VICTORIA,
VANCOUVER'S ISLAND,

THE SPLENDID NEW CLIPPER SHIP

ROSEDALE, A 1,

R. M. PHILLIPS, COMMANDER.

523 Tons Register, 1000 Tons Burthen.

LOADING IN THE LONDON DOCKS.

WILL CARRY AN EXPERIENCED SURGEON.

This Ship, having a fine Poop, offers an excellent opportunity for First Cabin Passengers, while her lofty and well-ventilated 'tween Decks will afford most comfortable Accommodation for Second and Third Class.

FARES.

FIRST CABIN . . .	50	Guineas and upwards, according to accommodation.
SECOND CABIN . . .	35	Guineas, enclosed Cabins.
THIRD CABIN . . .	25	Guineas, ditto.

Children under 12 years to pay one-half Passage Money. Infants under 1 year no charge.

SHIP'S REGULATIONS.

PASSAGE MONEY.—Each Passenger is required to pay a Deposit of one-half of the Passage Money on securing his berth, which Deposit will be forfeited in case of non-embarkation. The other half to be paid, prior to embarkation, at the Office. On remitting Deposit, particulars of Name, Age, Country, and Occupation of each Passenger must also be given.

CABINS are appropriated in rotation as the Deposits are paid.

LUGGAGE.—First Cabin Passengers will be allowed 40 cubic feet each adult; Second Cabin 30 feet; Third Cabin 20 feet, including every package, except bedding. All Luggage in excess will be charged at the rate of 2s. per cubic foot. Any Packages required to be opened on the voyage must be distinctly marked "WANTED ON THE VOYAGE;" others to be marked "NOT WANTED." All Luggage must be directed to the Ship, and be at the Docks three days before sailing, and all Dock charges paid at the same time. Boxes intended for the Cabin should not exceed 2 feet 3 inches long, 1 foot 6 inches broad, and 1 foot 3 inches high. All Luggage for the Cabin must be legibly marked "Cabin," or it will be stowed away in the hold.

The Ship will not be responsible for loss, damage, or detention of Luggage. Passengers are therefore required to look after its shipment here, and landing on arrival.

EMBARKATION.—Passengers embark at Gravesend the day after the Ship's leaving the Docks, or in the Docks if they prefer it.

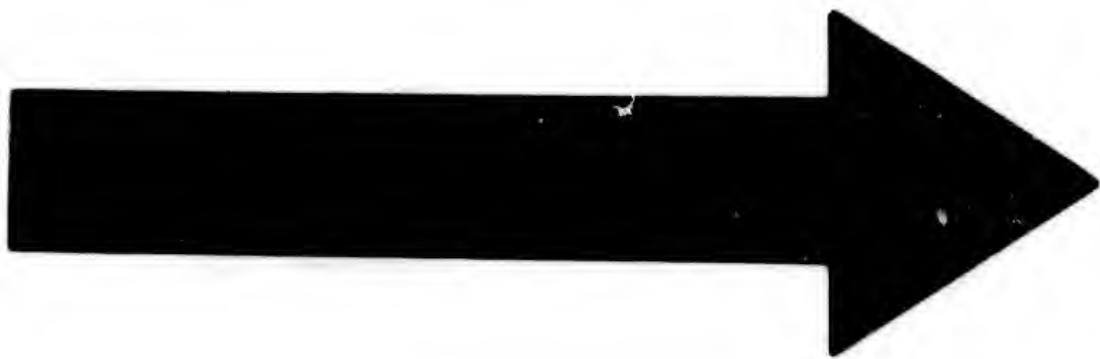
CHIEF CABIN PASSENGERS provide their own furniture, bed places, and whatever else they may think requisite within their private Cabins. The Owners of the Ship supply everything that is required for the table—viz., plate, linen, glass, attendance, &c.

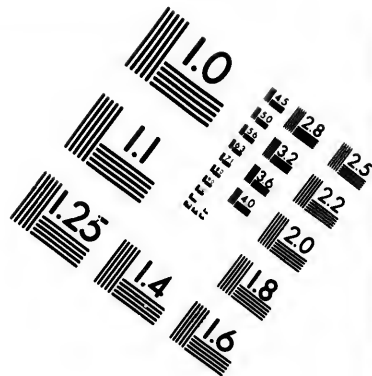
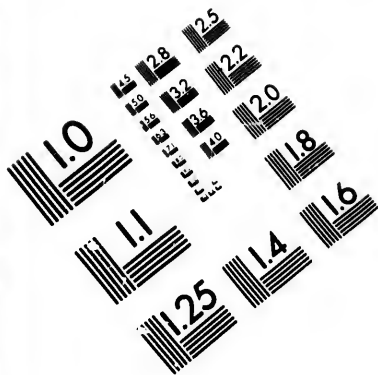
SECOND AND THIRD CABIN PASSENGERS have berths built for them, but find their own bedding, and other fittings they may require. They must also provide themselves with the following utensils—viz., knives and forks, table and teaspoons, one or two deep metal plates and dishes, a hook teapot, cups and saucers, or tin drinking vessels, and a water can. The Provisions are daily prepared by the Cook of the Ship, but Passengers must in other respects attend to their own arrangements for the table. They must be provided with a proper supply of clothing and other necessaries for the voyage.

For Freight or Passage apply to MESSRS. HENDERSON & BURNABY, 17, Gracechurch Street; to MESSRS. JAMES THOMSON & Co., Billiter Court, E.C.; to CHARLES OSWALD, 13, George Yard, Lombard Street, E.C.; or to FILBY & Co., 63, Fenchurch Street, E.C.

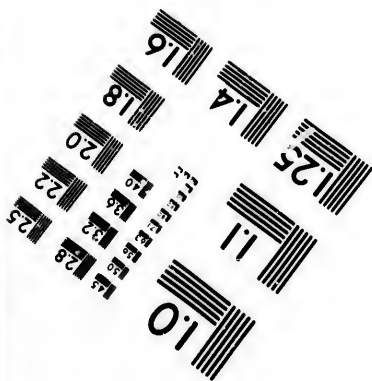
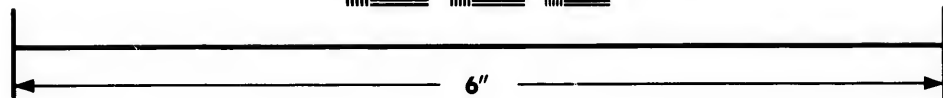
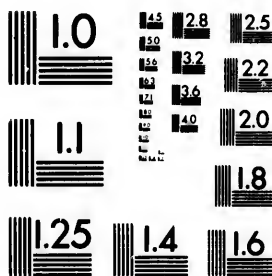
The ROSEDALE will be followed at short intervals by equally fine Passenger Ships.

The Route by Cape Horn is the cheapest and most comfortable. Once on board the Vesse there is no further trouble or expense until landed at Victoria; thus the delay that often take place at New York, Panama, and San Francisco, and heavy expense consequent thereupon which all who go by way of Panama are subject to, is avoided; and the Passenger, having paid his Passage Money, knows the extent of his liability.





**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14590
(716) 872-4503

1.5
1.8
2.0
2.2
2.5
2.8
3.2
3.6
4.0
4.5

5.0
5.6
6.3
7.1
8.0
9.0
10.0

WATERPROOFS FOR COLUMBIA.



EDMISTON & SON,
No. 5, CHARING CROSS,
LONDON,

Sole Manufacturers of the only

**WATERPROOF CLOTHING,
LEGGINGS, 10s. 6d. ; SOU'WESTERS,
LONG BOOTS, &c.**

Guaranteed to withstand the Climate of
Columbia, never become stiff with cold or
sticky by extreme heat, Price 30s.

PORTABLE AIR BEDS are strongly recommended as not harbouring
any description of Insect; **GROUND SHEETS, FOLDING BUCKETS, &c.**

LIFE BELTS, 10s. 6d.

None should go without **INDIA RUBBER BOATS** (Portable), designed expressly
for shallow waters, all complete, folding in a space of 3ft by 1ft., most conven-
ient for Emigrants, serving as a Bed by Night and a Boat for one by Day;
Price, £9 10s. ; Weight, 10 lbs.

The Siphonia Dépôt, 5, Charing Cross, opposite the Statue of King Charles I.

Important to English Ministers, British Consuls, and Europeans seeking to reside
in safety in Foreign Climates.

L A M P L O U G H ' S

EFFERVESCING PYRETIC SALINE.

The GOVERNOR OF SIERRA LEONE, Colonel Hill, &c., &c., states with his accompanying
order, "I shall be rejoiced to hear that your Pyretic Saline is in the hands of all Europeans as
an article of Commerce. In every instance in which I have recommended it, its use has
proved highly salutary and satisfactory."

MAJOR MURRAY, 1st West India Regiment,—"Your Saline is highly thought of. I am com-
missioned to procure from you thirty more bottles."

From THOMAS CARR JACKSON, Esq., F.R.S., and Assistant-Surgeon to the Royal Free
Hospital, London :—"It is beautifully prepared, and can be used at a moment's notice without
trouble, and is particularly adapted for use in public service."

Mr. GUTHERIE, Army Medical Director, became a warm advocate for its use in various Diseases.

Dr. SCOTT says "it is a remedy of vital importance."

*N.B. If taken according to the directions accompanying each Bottle it will be found to answer all
the purposes of Soda Water, Seidlitz Powder, and other Saline Effervescent, it is exceedingly
portable and pleasant to the palate, and excels in medicinal effect every preparation yet invented.*

MAY BE OBTAINED OF THE PROPRIETOR, BY EMIGRANTS AND SHIPPERS ON LIBERAL TERMS,

H. LAMPLOUGH, CONSULTING CHEMIST,
113, Holborn, E.C., second door from Hatton Garden, London,
In Bottles, at 4s. 6d., 11s., and 21s. each.

FREDERICK THOMSON,

MANUFACTURER OF

MEDICINE CHESTS & DRESSING CASES,

In Solid Mahogany and Solid Leather, for India and the Colonies,

7, BARTLETT'S BUILDINGS, HOLBORN.

**GOLD FIELDS OF BRITISH COLUMBIA,
CARIBOO LINE.
FOR VICTORIA,
VANCOUVER'S ISLAND,**
The Magnificent A 1, Twelve years' Ship,
"ASHMORE,"

JOHN JENKINS, COMMANDER. 1100 TONS BURTHEN.

To SAIL on the 1st of APRIL.

This fine vessel is well known in the New Zealand Emigration Trade, her 'tween Decks are eight feet high, well lighted and ventilated, and unequalled for comfort, and will carry an experienced Surgeon. Has a few Cabin and intermediate Berths disengaged, for which early application must be made to **JAMES STARKEY, 7, India Buildings, Liverpool**; or to

RICHARD WEBB & Co.,

35, Leadenhall Street, London, E.C.

The Fastest and most Commodious Ships will be regularly despatched by this Line.

JUST PUBLISHED, Price 6d.,

THE COMING STRUGGLE

AMONGST

COMMERCIAL TRAVELLERS,

RELATIVE TO REFORMS, USAGES, AND CLUB HOUSES.

BY **WILLIAM KIBBLER.**

DARTON & HODGE, and all Booksellers and Railway Stations.

GOLD!!!

NEW LANDS OF PROMISE.



CHEAPEST PASSAGES TO THE NEW GOLD FIELDS, Otago, £15 15s.; British Columbia, Vancouver's Island, £26 5s.; Australia, £13 10s.; Queensland, £17 10s.; Cape of Good Hope, Algoa Bay, and Port Natal, from £16 16s.; New York, £3 2s. 6d.; Canada, £4 12s. 6d.; Mail Steam and Clipper Sailing Vessels are dispatched weekly from London and Liverpool to the above Ports. For Freight or Passage and circulars containing names of the Ships and of departure dates, outfit lists, and pamphlets—apply to

F S. GRAY & Co., 54, King William Street, City,

And 35, Bath Street, Liverpool. Passage warrants received in payment of passages, and every information given respecting the same.

On *MAY 1st* will be *PUBLISHED, PART I.* (and to be continued
Monthly) of

LONDON & PROVINCIAL ARCHITECTURE OF THE VICTORIAN AGE,

Imperial 4to., price 3s. 6d., with Splendidly Executed Examples in
Chromo-Lithography, and 32 Pages of printed matter by WELL-KNOWN
WRITERS.

PART I. will be an **EXHIBITION NUMBER**, with a
SUPPLEMENT GRATIS.

All Communications and **ADVERTISEMENTS** to be sent to the Editor,
58, **HOLBORN HILL.**

LONDON: DARTON AND HODGE,
HOLBORN HILL.



UNITED STATES, CANADA, CALIFORNIA, AND BRITISH COLUMBIA.

AMERICAN-EUROPEAN EXPRESS

Forward Goods, Parcels, Specie, Jewellery, &c., &c., to all parts of the above
Countries, by the regular Mail Steamers from Liverpool and Southampton.
For rates and other information, apply to

WHEATLEY, STARR, & Co.,
150, Cheapside, London ; or
STAVELEY & STARR,
9, Chapel Street, Liverpool.

☛ Parcels, &c. received for this Express at any of the Stations
of the London and North Western Railway.

F58235
237
862

STEAM COMMUNICATION
TO
CALIFORNIA, VANCOUVER'S ISLAND,
AND
BRITISH COLUMBIA.
VIA NEW YORK.

Passage Money from London to San Francisco, £28 13s.

Passengers are conveyed to New York by the Liverpool, New York, and Philadelphia Company's Steamers, leaving Liverpool every Wednesday, and from thence by the Atlantic and Pacific Steam-ship Line on the 1st, 11th, and 21st of each month. Length of passage about thirty-five days. For further particulars apply to EIVES & MACEY, 61, King William Street, London Bridge.

Parcels and Packages forwarded to California, Vancouver's Island, and British Columbia, by every opportunity, through

WELLS, FARGO, & CO.'S EXPRESS.

AGENTS: EIVES AND MACEY,

61, KING WILLIAM STREET, LONDON BRIDGE.

COUGHS, ASTHMA, AND INCIPIENT CONSUMPTION

ARE EFFECTUALLY CURED BY

KEATING'S COUGH LOZENGES.

JUDGED BY THE IMMENSE DEMAND, this UNIVERSAL REMEDY now stands the first in public favour and confidence; this result has been acquired by the test of fifty years' experience. These Lozenges may be found on sale in every British Colony, and throughout India and China they have been highly esteemed wherever introduced. For COUGHS, ASTHMA, and all affections of the Throat and Chest, they are the most agreeable and efficacious remedy.

VALUABLE TESTIMONIALS.

Copy of a letter from the late COLONEL HAWKER (the well-known Author on "GUNS AND SHOOTING").

Longparish House, near Whitchurch, Hants. October 21st, 1816.

SIR,—I cannot resist informing you of the extraordinary effect I have experienced by taking only a few of your LOZENGES. I had a cough for several weeks that defied all that had been prescribed for me; and yet I got completely rid of it by taking about half a small box of your Lozenges, which I find are the only ones that relieve the cough without deranging the stomach or digestive organs.

I am, Sir, your humble servant,

P. HAWKER.

To Mr. KEATING, 79, St. Paul's Church Yard.

Melbourne, Port Philip.

DEAR SIR,—I duly received per Maitland the case of Lozenges, and have much pleasure in saying that they have met with a ready sale,—therefore, send me now the value of ten pounds, that is, double the last sent, packed in two cases with Tins, &c., as before.

The Lozenges require only to be tried, and I am sure the sale will be immense. I am not an advocate for Proprietary Medicines in the general way, but assure you that the Lozenges have done so much good in almost every case in which we have recommended them, that I believe them better adapted to this climate than anything else we have seen used.

Believe me, dear Sir, yours faithfully,

DANL. R. YONG.

Mr. THOMAS KEATING.

Prepared and Sold in Boxes, 1s. 1½d., and Tins, 2s. 9d., 4s. 6d., and 10s. 6d. each, by THOMAS KEATING, Chemist, &c., 79, St. Paul's Churchyard, London. Retail by all Druggists and Patent Medicine Vendors in the World.

N.B.—To prevent spurious imitations, please to observe that the words "KEATING'S COUGH LOZENGES" are engraven on the Government Stamp of each Box, without which none are genuine.

GREAT OVERLAND MAIL ROUTE

DIRECT TO

CALIFORNIA AND BRITISH COLUMBIA.

With the view of accommodating the increasing passenger traffic to California and British Columbia, and to ensure a certainty of transit without risk of a long and dangerous detention on the way, the undersigned issue "Through Tickets" to SAN FRANCISCO, by the ROYAL (WEST INDIA) MAIL STEAM PACKET COMPANY, the PANAMA RAILROAD COMPANY, and the PACIFIC UNITED STATES MAIL STEAM SHIP COMPANY, at the rates of fare mentioned below.

Large and splendid Steamers of great size and power have been placed on the line, by which the length of the passage has been considerably reduced.

Through Passage to SAN FRANCISCO in about Thirty-five Days. To Victoria in about Forty Days.

On their arrival at Aspinwall (Colon) passengers with THROUGH TICKETS are conveyed across the Isthmus in first-class carriages of the PANAMA RAILROAD in four hours. The ROYAL MAIL STEAM PACKET COMPANY'S Steamers leave Southampton on the 2nd and 17th of each month (unless these dates fall on a Sunday, then on the following day), and passengers embarking by them are due at Colon (Aspinwall), Isthmus of Panama, nineteen days after leaving England.

The Steamer leaving Southampton on the 17th of the month offers most advantages to passengers for San Francisco, as she is due at Colon on the 7th of the following month, the date of the departure from Panama being the 9th idem.

Since the completion of the Panama Railroad the Pacific Mail Steamship Company have made new arrangements, by which each Steamer lies over at Panama for two weeks, so as to make it certain that she will be ready to start at the appointed time.

Bedding and all other necessaries for the voyage, including an abundance of provisions, being furnished to all passengers by this line, they thus avoid the heavy extra cost for such things which must be incurred by travellers by other and less direct routes; whilst the vast saving in time (so valuable in a new colony) by this route has long established its superiority over all others. Its advantages are—CERTAINTY, ECONOMY, SPEED, AND SAFETY.

FARES (until further notice),

To San Francisco, Cala, £35 and upwards (including Railway transit across the Isthmus of Panama).

For particulars as to the means of reaching British Columbia, and for any other information, apply to

WHEATLEY, STARR, & Co., AGENTS,
156, CHEAPSIDE, LONDON.

W. S. & Co. forward goods and parcels by this route to California and British Columbia, at fixed rates of freight.

