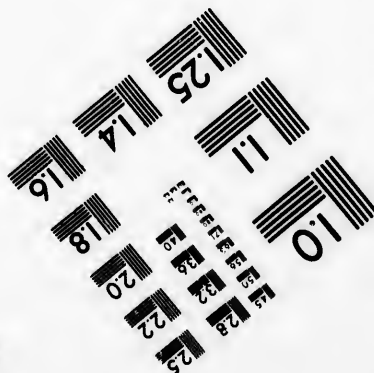
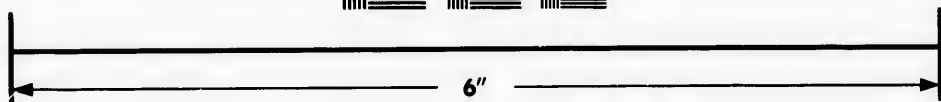
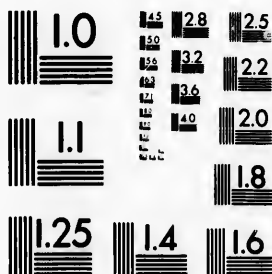


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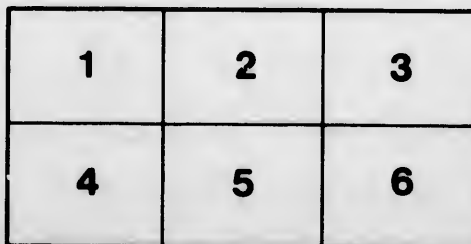
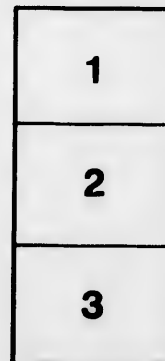
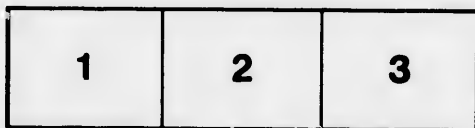
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VOL. LII.

OCTOBER, 1858.

No. 4.

*Manton M. Washburn*  
FRASER RIVER.

CALIFORNIA and Australia owe their existence as populous States to the gold in their rivers and rocks. British Columbia owes to the same cause the sudden growth of its population from a few hundreds to many thousands. Events like these, which have occurred within a boy's remembrance, are nothing new in the history of the world. Cupidity, the lust for gold, the desire for great wealth with little labor, have both peopled and discovered States. Not to pass beyond the history of our own continent, the bravery and daring of the old Spanish adventurers were inspired by the same desire. With the visions of abundance which Ponce de Leon saw, as the groves of Florida rose before him in the west, on that Easter Sunday, Tradition and Poetry have mingled some visions of resurrection, and pictured the aged Spaniard searching after a secret fountain of youth, in which to bathe and draw the forces of a fresh life. But it was 'the wealth of Ind,' conquest, and treasure which drew the long line of adventurers who succeeded him — Vasquez de Ayllon, Gomez, Pamphilo de Narvacz, De Soto, descending upon the Atlantic coast, and De Cabrillo and his pilot, Ferrelo, coasting the Pacific shore. Even with the purer purposes of the Plymouth, Maryland, and Virginian colonists were mingled some baser instincts. But in the grand result, all these moving impulses, of however base an origin, whether in the Spaniard, the Frenchman, or the Englishman, have been overruled in a more beneficent disposition of events; and out of the perplexing and difficult problem of mingled good and evil arose, in due time, the clear solution — a new world.

A course of events, in some sort like these, though on a smaller scale, has been the history of Australia and California. It requires nothing of prophetic ken, and little of sagacity, to foretell the same result in British Columbia; and if the discoveries of gold in the Fraser River region are judged to be the beginning of a series

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of events of even greater significance and importance than any series which include the history of our own first Pacific State, or that of Great Britain's island continent, such a judgment is clearly compelled, by a due consideration of the geographical character and position, and the political relations of the colony in which those discoveries have been made, and is in no respect inflamed by the fever which possessed the Californians for a brief season, nor even by the belief that the gold-bearing regions of British America will so much as approach those of the United States, in richness or extent.

British Columbia, which includes the Fraser River region, may be roughly described as that portion of British America west of the Rocky Mountains, and between latitudes 49° and 55° north, and including Queen Charlotte's and all other adjacent islands, excepting Vancouver's. Little was ever known of Fraser River, which, with its tributaries, is the largest river of the colony, till 1793, when it was discovered and reported to the British Government by Alexander McKenzie. Captain Simon Fraser, an employé of the Hudson's Bay Company, traced its course for six hundred miles, in the year 1812: and from him the river has taken its name. He committed suicide twenty years ago in San-Francisco; and when excavations were making for new streets a few years since, in a place afterward called Commercial-street, the old man's coffin was by chance exhumed.

In 1855, discoveries of gold were made near Fort Colville, which is a few miles south of the international line, on a branch of the Columbia River and in Washington Territory. The Indian difficulties in that quarter, then and since, have prevented an extensive working of them, or a careful estimate of their value. When these difficulties had partially ceased, however, some persons who knew the richness of the mines, tried to reach them by the way of Fraser River and the Hudson's Bay Company's trail from Fort Langley to Fort Colville. The current rumors are, that it was during this ascent of Fraser River, on the way to the mines in Washington Territory, that the discoveries of gold in its vicinity were made. Douglas, the Governor of Vancouver's Island, communicated the fact to the Government in 1856, and speaks of the discoveries as having been made on the upper waters of the Columbia, in British Territory.\*

\* The Hudson's Bay Company offered protection against the Indians to persons going up by way of Fraser River, and the United States gave none on any of the routes through Washington Territory. Therefore, these miners preferred the northern route, and when gold was discovered there in apparent abundance, a rush of emigration of course ensued. Col. STERNE was on his way to protect the miners at Fort Colville. His defeat is not to be wondered at. Good faith with the Indians would have saved it all; saved, too, the long, bloody, and expensive Indian war which that defeat is initiating. Contrary to established usage and to natural right, the United States have assumed to grant absolutely the lands of the Indians in those two territories, without previous purchase from them. They are driven hither and thither by white soldiers until they have little means of support, and at length the treaties negotiated by authorized agents of the government, in which some small patches of their own territory are secured to them, are either rejected, or passed over in silence and forgotten. Five treaties with these Indians alone remained unacted upon when the last Congress adjourned. Who can blame them for distrusting the good faith of our government or their agents in making treaties at all? Extensive preparations had been made on the Columbia River for a road to the Colville mines, from Portland, the Dalles, and Fort Walla-

A Scotchman named Adams, an old California miner, and a party of three sailors, are said to have been the only white persons at the mines during the last winter. Early in the spring, the San-Francisco papers began to publish rumors of remarkable successes in surface-diggings on this remote and almost unknown river. The rumors grew; a few old miners hanging about San-Francisco, and a hundred or two from Oregon and Washington Territories, who had experience but no capital, made their way thither, and found very rich surface-diggings. Their success reached the ears of others, who, like them, had experience, but no capital to build the machines without which mining is unprofitable, now that the surface-diggings are removed, in California. Presently the crowd of emigrants began to swell to larger numbers; a line of steamers to Victoria, the capital of Vancouver's Island, was started, other lines were speedily added, and then every available ship or boat, new, or cast aside as too poor for other lines, was chartered for the same purpose. Emigrants from all the towns and counties in California came pouring down to San-Francisco by hundreds and thousands; property fell, and labor rose in value; San-Francisco alone profited, and all other places in California suffered seriously; and still the emigration went on, each week doubling the number of the week before. From April first to June twenty-first, over fifteen thousand people left California; up to July fifth, twenty-five thousand had left, each at an average expense of two hundred dollars a head. During this brief period, ten steamers, making the round trip between San-Francisco and Victoria in ten days, had been plying back and forth at their best speed, taking five hundred passengers and full freights up, with only thirty passengers and no freight down. Clipper-ships, and ships that were not clipper-built, in scores, were crowded alike—the Custom-House sometimes clearing seven in a day. Many of the steamers and vessels went up with men huddled together like sheep—so full that all could not sit or lie down together, and had to take turns at the feeding-tables and at the soft six-foot-by-two bed of pine-plank on deck. All this went on for months, the California papers, especially those of the interior, meanwhile decrying the value of the new diggings, and describing the country as cold, barren, and inhospitable, and the persons who went as poor deluded fools. But the mania possessed all classes. Nothing else was discussed in the prints, nothing else talked of on the street; all the merchants labelled their goods 'for Fraser River;' there were Fraser River clothes and Fraser River hats, Fraser River shovels and crowbars, Fraser River tents and provisions, Fraser River clocks, watches, and fish-lines, and Fraser River bedsteads, literature, and soda-water. Nothing was salable except it was labelled 'Fraser River.' Late in July, the reaction came, and the tide turned; but not

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Walla. Who can wonder that, seeing an engineering party making a road through the heart of their territory, these Indians concluded they were to be cheated out of their lands, and driven away as their fathers had been before them?

until California had been drained of half a hundred thousand of its population.

Victoria, Port Townsend, Whatcome, Sehome, and all the other ports in the vicinity of Fraser River, felt the extraordinary impulse of this emigration. Lots in Victoria and Esquimault went up to fabulous prices faster than those of Sacramento had gone down. Excepting the gold dust, Mexican dollars, and the gambling, San-Francisco in 1849 was reproduced on Vancouver's Island.

Up to the time of writing, the emigration from the Atlantic States has not been very large, though it is rapidly increasing. The last few California steamers have gone out crowded to overflowing, and the tickets, suffered to get into the hands of speculators, have doubled and trebled upon the usual price. Companies for Fraser River are forming in all the large seaport and inland cities, and in many of the smaller towns. Every commercial paper has its advertisements of Fraser River ventures.

St. Louis has sent out several companies over-land to the new mines; Philadelphia and Chicago, likewise; and St. Paul, in Minnesota, while doing the same thing, is urging the importance of a Northern Pacific Railroad, and threatening to help the British build one through the valley of the Saskatchewan, unless the needs of the North-west are fairly considered, as they notoriously have not been hitherto, in the determination of its eastern terminus.

The approach to the gold regions from the Pacific is through the Straits of Juan de Fuca, to the north of which lies Vancouver's Island, and to the south Washington Territory. The southern shore of the Straits, which are named after an ancient mariner who visited these seas in advance of Captain Cook, is in latitude  $48^{\circ}$ , one degree south of the international boundary. The entrance of the Straits is twelve miles across. At the south-eastern part of Vancouver's Island they are near twenty miles wide. These distances, however, seem smaller from the high, bold character of the hills or mountains on either side. About one hundred miles from the Pacific, on the inside of Vancouver's Island, and the north side of the Straits, is Victoria, the seat of government. Nearly the same distance from the Pacific, on the opposite side, in Washington Territory, is Port Townsend, the port of entry for the Puget Sound district, and the recent unsuccessful rival of Victoria for the honors of the metropolis of the region.

Both places are equally near to Fraser River and Bellingham Bay, the latter distant about fifty-five miles. The Gulf of Georgia separates Vancouver's Island from the mainland on the west. Into this Gulf Fraser River empties, a few miles north of latitude  $49^{\circ}$ , the international boundary, and fifty miles from Bellingham Bay. For a few miles from its mouth, its course is nearly east and west, and for the remaining part, it deflects very considerably to the north, taking its rise in the western slope of the Rocky Mountain range. One of its principal tributaries, flowing in from the south, is Thompson's River, where also gold is said to exist.

From Garry Point, the north headland of the mouth of Fraser River, to Fort Langley, it is thirty miles. Here the river averages half-a-mile in width, and is navigable for a ship of the line even for fifty miles. The main difficulty in passing the channel, is from some sand-heads, which lie about its mouth, to the mainland, a distance of about seven miles. The Hudson's Bay Company's steamer 'Beaver' has made an annual voyage from Victoria to Fort Langley for the last twenty years, and recently the 'Otter' has visited that station quarterly. Fort Langley will always be the head of navigation for vessels of any size. From Fort Langley to Fort Hope the distance is sixty miles. This part of the river is navigated by steam-boats of light draught. Rapids are frequent, but the water is deep. One rapid about twenty miles below Fort Hope, is especially difficult of passage. On either side are mountains and hills, some so high that the tops are covered with snow, and many of them as rugged as the Adirondack. Timber abounds in the greatest profusion. The spurs of the mountains touch the river, and green intervals are between. The boats cut for fire-wood the large trees of pitch-pine which skirt the shore. Fort Hope, ninety miles from the mouth of Fraser River, is as high up as steam-boats go, though it may be navigable a few miles farther. About ten miles above Fort Hope is a place called Boulder Point, opposite which is one of the worst rapids in the river. Canoes make their way up with difficulty. Fort Yale is fourteen miles above Fort Hope, and between the two, it is hardly possible to propel a canoe up-stream without the assistance of a line from shore. Two miles above Fort Yale is the Devil's Gap, the beginning of a long cañon. The walls are more than two hundred feet in height, and the water rushes through its narrow and broken passage with terrific force. The pass around it, called Douglass Portage, is ten miles long. The water is said to rise in the Cañon at times from forty to fifty feet. At very low stages, the Hudson's Bay Company get their goods through to Fort Thompson, though not without the greatest difficulty, by frequent portages, and by hauling the boat from the shore. From Fort Yale to the mouth of Thompson's River the distance is one hundred and ten miles; to Big Fall is seventy-five miles farther. Beyond Big Fall, small canoes only can be used. The principal mining-ground is between Fort Yale and Big Fall, though it is continually extending with the exploration of the tributary rivers.\*

Not to weary the reader with details, we may add, that the difficulties of the river-route are in a great degree shared by all the

\* FROM San-Francisco to Portland, O. T., the fare by steamer has been fifteen to twenty-five dollars; from Portland to the Dalles by steamboat, twelve dollars. At the Dalles horses can be obtained for from thirty to sixty dollars, from which point to the mines the cost of travel is about the same as land-travel any where else in the western territories. From San-Francisco to Victoria, the fare by steamer is from thirty to forty dollars; from Victoria to Fort Hope, by the 'Surprise' or 'Sea-Bird' steam-boat, the fare is from twenty to twenty-five dollars. Many miners have built their own canoes at Victoria. Beyond this point the expense of travel can not easily be calculated. By any route it is clear, however, that not less than from two hundred to two hundred and fifty dollars cash will pay the way for one person from San-Francisco to the mines.



routes starting from Bellingham Bay or Victoria. The land-route through Oregon Territory has many advantages. The distance from Portland to the Dalles, by steam-boat, is about one hundred miles; fare, eleven dollars. Here horses can be purchased, and the necessary equipments. From the Dalles, the road strikes out into the open country, skirting the eastern base of the cascades to Fort O'Kanagan, crossing Columbia River at Priest's Rapids, thence up the O'Kanagan River to the Sammilkimo River, then along Lake O'Kanagan to its head, and thence north-east to Shuswap Lake, which supplies one of the tributaries of Thompson's River. The distance from the Dalles by this route is three hundred and thirty miles. Another route, by the way of Walla-Walla, lengthens the distance forty miles. Or, again, the water-route by the Columbia may be taken as far as Fort Colville. If the statement be a true one, it is a great argument for this route, that the Hudson's Bay Company, though having forts all along Fraser River, have for years shipped their goods by way of Fort Vancouver, the Dalles, and Columbia River, to Fort Colville, and through the mining country.

At the very threshold of the inquiry as to the richness of the gold-fields and their extent, we are staggered by the most conflicting accounts. The California papers teem with letters from special and transient correspondents, from miners and the friends of miners, and after sifting the grain of fact out of bushels of imaginative chaff, there still remain singular contradictions in the testimony of apparently equally well-informed sources.

One writer pronounces the whole Fraser River excitement a grand humbug, first started by real-estate owners in Victoria; another swears that he has handled twenty-seven pounds of gold, the product of a few weeks' labor. To-day we are told of a man who offers eighteen dollars an ounce for Fraser River gold, and cannot get a grain; to-morrow of another who sits with boots, like those of Brian O'Linn,

'With the woolly side out and the skinny side in,'

and saturated with quicksilver, swinging in the stream a day, and at night wrings them out, and finds one hundred and fifty dollars stuck to the hair. After a very extensive perusal of all the testimony which has appeared in the letters of Fraser River correspondents to the newspapers of California and of the Atlantic cities, and a somewhat careful consideration of its weight and of the influence of a mania in helping gold-finders to see double, we are impelled to the conclusion that gold exists in Fraser River and its tributaries, in sufficient quantities to make it an object of profitable search for a portion of the year. That it exists in quantities such as were found in the surface diggings of early California days, we do not believe; but that it pays better for experienced miners who have not the capital to buy the expensive quartz-crushing machines with which gold is obtained in California, we are compelled to think.

Reputed discoveries, and the geologic structure of the strip of territory west of the Rocky Mountain range, seem to indicate beyond a doubt that the northern boundary of British Columbia and the southern boundary of California are the two brackets which inclose a vast gold-producing area of similar if not of equal productiveness in all its parts. The correspondence of Governor Douglass with the British Colonial Office and the officers of the Hudson's Bay Company, submitted to the House of Commons, shows that Governor Douglass, although he had been informed of the discovery of gold in April, 1856, has not up to this date, an interval of more than two years, ascertained how much gold there is in the mines, and refrains from expressing an opinion even more cautiously than we have thought proper to do. To the British Consul at San-Francisco, however, he has stated that the mines were far richer than he had had any idea of. What Governor Douglass's 'idea of' may have been, we are not informed.\*

In February last the Derby ministry came into power, Sir E. Bulwer Lytton having the office of Secretary for the Colonies. Under date of July first, he communicated to Governor Douglass a general approval of his course in asserting the dominion of the Crown over this region, and the right of the Crown over the precious metals. He instructs him, however, that it is no part of the policy of the Government to exclude Americans or other foreigners from the gold-fields, emphasized the necessity of caution in dealing with the international questions which are likely to arise, and wherein so much must be left to his discretion.

On the eighth of July Sir E. Bulwer Lytton introduced a bill for the formation and government of a colony in this district, to be called New-Caledonia, afterward changed to British Columbia, both alike misnomers. The bill, which passed without opposition, empowers the Crown for a period limited to five years, to make

\* DIFFICULTIES of a serious nature have been anticipated with the native Indians of British Columbia. One year ago Governor DOUGLASS wrote to Mr. LABOUCHERE, the then Secretary of the Colonies, that they had 'taken the high-handed though probably not unwise course, of expelling all the parties of gold-diggers, composed chiefly of persons from the American territories, who had forced an entrance into their country.' The Hudson's Bay Company did not oppose the Indians in this matter, but allowed their servants and the early diggers to be hustled out, and to lose the reward of their labors many times. During the year some few difficulties have occurred, and there has been blood shed; but whether because of the discreet conduct of the miners or the native perception of their own permanent inferiority, in view of such an influx of a more powerful race, the collisions have not been so frequent or disastrous as were anticipated. It is clear that in a fight between the miners and the Indians, however successful the latter might be at first, in the long run the former would win, and eventually the process of extermination of a once powerful race, begin and go on to a rapid end.

It appears from the commonly received authorities, that the Indians of British Columbia, like those of Washington and Oregon Territories, are fierce and intractable; civilized to the extent of clearly comprehending the distinction between *meum* and *tuum*; willing to steal, yet anxious to prevent theft of their gold; active, brave, well-formed, and skilful in the use of weapons, of which they have a good supply. Their principal article of food is salmon. In summer they live in shanties of slabs, and in winter, in holes in the ground, covered with slabs and dirt. Their mining is rude and intermittent. The Indians in Puget's Sound (Chenooks) are said to be an inferior race. Those up the river are the most elevated. The latter demand chastity of their women, build forts large enough to hold six or seven hundred families, and canoes that will hold a hundred persons. They use little paint and no tattoo. There are two principal tribes, and these hate each other as badly as Coorsen's Delawares and Hurons. The number of Indians in British Columbia it is impossible to compute. Excepting the few factors of the Hudson's Bay Company, they have been the only inhabitants. The inhabitants of Washington and Oregon Territories number about 39,712. There are nearly as many to the square mile in the more northern territory.

laws for the district by order in council and to establish a legislature; such legislature to be in the first instance the governor alone, but with power to the Crown by itself, or through the Governor, to establish a nominated council and a representative assembly. We do not exaggerate in the least when we say that the recent debate in the House of Commons on this bill shows the present crisis to be regarded as one of great interest.

The gold of Australia was the magnet that drew surplus thousands from England and peopled her largest colony. The gold in California drew an emigration thither which has created our Pacific States. The gold of Fraser River, be it much or little, has drawn the attention of the world to the unexampled richness of the north-western areas of this continent, and given already a stupendous impulse to their settlement.

Vancouver's Island, from a hitherto insignificant existence upon maps, looms up in a not distant future to the proportions of a British naval station, whose arms may stretch across the seas yet, and grasp a portion of the swelling trade with China and Japan, the Indian Archipelago and Australia. British Columbia, hitherto considered an inaccessible and remote region of wild territory, given over to the Hudson's Bay Company's trade, selfish and exclusive, and to Canadian jurisdiction, which was no jurisdiction at all, feels the same impulse, and grows into the last link of a chain of British States, or perhaps of another united confederation like our own, stretching from the Atlantic to the Pacific seas.

These will not be the results of a year, perhaps not of a decade, perhaps not of scores of years. But if we consider that the population of the United States has grown in fifty years, from five and a half to thirty millions, and the population of the Canadas from much less than two hundred thousand to over two millions, it requires less than the foresight of these British statesmen to see that on events which now seem local and confined, imperial issues wait, though they are now but dimly foreshadowed.

Here is the great fact of the north-western areas of this continent. An area not inferior in size to the whole United States east of the Mississippi, which is perfectly adapted to the fullest occupation by cultivated nations, yet is almost wholly unoccupied, lies west of the ninety-eighth meridian and above the forty-third parallel, that is, north of the latitude of Milwaukee, and west of the longitude of Red River, Fort Kearney, and Corpus Christi. Or, to state the fact in another way, east of the Rocky Mountains and west of the ninety-eighth meridian, and between the fortieth and sixtieth parallels, there is a productive, cultivable area of five hundred thousand square miles. West of the Rocky Mountains, and between the same parallels, there is an area of three hundred thousand square miles.

It is a great mistake to suppose that the temperature of the Atlantic coast is carried straight across the continent to the Pacific. The isothermals deflect greatly to the north, and the

temperatures of the Northern Pacific areas are paralleled in the high temperatures in high latitudes of Western and Central Europe. The latitudes which inclose the plateaus of the Missouri and the Saskatchewan, in Europe inclose the rich central plains of the continent. The great grain-growing districts of Russia lie between the forty-fifth and sixtieth parallel, that is, north of the latitude of St. Paul, Minnesota, or Eastport, Maine. Indeed, the temperature in some instances is higher for the same latitudes here than in Central Europe. The isothermal of 70° for the summer which on our plateaux ranges from along latitude 50° to 52°, in Europe skirts through Vienna and Odessa in about parallel 46°. The isothermal of 50° for the year runs along the coast of British Columbia, and does not go far from New-York, London, and Sebastopol. Furthermore, dry areas are not found above 47°, and there are no barren tracts of consequence north of the Bad Lands and the cot-ax of the Missouri: the land grows grain finely and is well wooded. All the grains of the temperate districts are here produced abundantly, and Indian corn may be grown as high as the Saskatchewan.

The buffalo winter as safely on the Upper Athabasca as in the latitude of St. Paul's, and the spring opens at nearly the same time along the immense line of plains from St. Paul's to Mackenzie's River. To these facts, for which there is the authority of Blodgett's Treatise on the Climatology of the United States, may be added this, that to the region bordering the Northern Pacific the finest maritime positions belong throughout its entire extent, and no part of the west of Europe exceeds it in the advantages of equable climate, fertile soil, and commercial accessibility of coast. We have the same excellent authority for the statement that, in every condition forming the basis of national wealth, the continental mass lying westward and north-westward from Lake Superior is far more valuable than the interior in lower latitudes, of which Salt Lake and upper New-Mexico are the prominent known districts. In short, its commercial and industrial capacity is gigantic.\* Its occupation was coeval with the Spanish occupation of New-Mexico and California. The Hudson's Bay Company has preserved it an utter wilderness for many long years. The Fraser River discoveries and emigration are facts which the Company cannot crush. Itself must go the wall, and now the population of the great north-western areas begins.

Another effect of the Fraser River discoveries is their determination of the route for the great Pacific-Railroad. In view of the facts which we have just stated, it becomes clear that if the population of the United States were evenly distributed from the Gulf of Mexico to the great lakes, the existence of these north-

\* The London *Times* has fiercely controverted these facts regarding the value of the north-western areas, but as there is evidently no intention to get at the truth of the case, and as its conduct is prompted by interested motives, no notice need be taken here of its arguments. In books written by the very officers of the Company, upon whose statements alone the *Times* can found its arguments, will be found their fullest contradiction.

western areas would draw the lines of travel to the Pacific sensibly to the north. But the northern States are by far the most densely populated. The centre of population is west of Pittsburgh, of productive power to the east and north of that city. The movement of these centres is slowly to the west and to the north of west. At our present rate of increase, in less than fifty years they will be near Chicago. Their line of direction indicates the track of westward empire and the general route along which villages, towns, and cities will arise, and therefore the first rail-road be built to the Pacific coast.

Beyond and above all possible interferences and obstructions of political or sectional zeal, beyond human control these great movements of nations and peoples go on, without their foresight, and without the knowledge of the earlier generations, yet working out in beautiful order, and as if with universal consent and the conspiracy of all the secret forces of nature, their grand and best results.

If we now recall in this connection the precise position of the Mauvaises Terres, and the rainless, sandy, and uninhabitable areas of the continent; the nature and location of the mountain chains, exclusive of the Rocky Mountain range, extending from latitude 47° to 33°, headed at the south by the Gila River, on whose southern side are the arid, uncultivable tracts of Sonora, and headed at the north by the Missouri River, on whose northern side lie these vast cultivable and inhabitable areas; if we recall the remarkable deflection to the westward of the Rocky Mountain range in this latitude; if we recall also the course of that gigantic stream, which is far greater than the river to which by a mistaken nomenclature it is made tributary, a stream extending to the very base of the Rocky Mountains, in the region where they are lowest and transit is easiest, navigable for steamers two thousand four hundred and fifty miles from its mouth, and for smaller vessels almost within sound of the Great Falls; if we recall also the remarkable deflection to the north of the isothermal lines from the west of Lake Superior, already mentioned, and the position of Columbia River, and remember withal that the first and the great routes of travel are always where nature has scooped out valleys for the passage of great rivers; if we combine all these conceptions with the one first advanced, of the direction of the movement of the centres of population and industrial activity, there remains no room to doubt, even without naming the north-western areas, that along the valley of the Missouri, over the Rocky Mountains, in the low passes of latitude 47°, and thence by the Columbia and its tributaries to the Pacific, or through the passes of the Cascade range to the splendid harbors of Puget Sound, lies the great route to the Pacific, the belt on which towns and villages will first arise, the strongest link in the union of the Atlantic and Pacific States. The Fraser River discoveries have hastened the result, they have not diverted it.

