

describes the Kootonais pass very near the international line as more favorable than any other. A route thither would start from Pembina, pass to the right of Turtle Mountain, (perhaps forty-five miles north of it) and the same distance beyond the boundary, cross the valley of Mouse or Saurie River, and thence north of west and about midway from the boundary to the South Saskatchewan, by Cypress Mountain, to the head-waters of Mo-kos-sic or Belly River, which is the most southerly of the head-waters of the Bow or South Saskatchewan.

The whole route is very favorable, consisting of an extensive prairie or buffalo range, and easily traversed by carts. The pass thus reached, known as the Kootonais Pass, rises gradually and is only three days walk—one day on horseback—to the borders of the Kootonais, McGillivray or Flatbow River. Over this pass the Kootonais or Flatbow Indians are accustomed to descend into the plains of the Saskatchewan for their summer hunts of buffalo. Beyond the pass, the route to Fort Colville, as pursued by Simpson, is circuitous and difficult—so much so as to add 500 miles before reaching the gold district. If a more direct connection should be discovered, this route might be found more advantageous than any other. It is preferable to the line of STEVENS' railroad survey.

In regard to the route of Gov. STEVENS, and the district through which it passes, Mr. T. was inclined to believe, notwithstanding the strictures of Mr. McLEOD, that the country within reach of the line was capable of sustaining ten flourishing communities. No one supposed that the immediate vicinity of the line was equal to the fertile districts of Illinois or Minnesota. All that was necessary to establish in the coming struggle in Congress upon the Pacific Railroad question, was, that the northern route, from Lake Superior to Puget Sound, has immeasurably the advantage over any similar proposition which has been urged at Washington. For one, the speaker believed that the most desirable route to the Pacific would be found in the possession of Great Britain, and that a great inter-oceanic communication was more likely to be constructed through the Saskatchewan basin, than over what may be not improperly called the American Desert—the cretaceous and comparatively rainless areas of southern latitudes within the territory of the United States. This Frazer River discovery may operate to the discomfiture of politicians. While Congress has appropriated \$600,000 per annum to forward a route near latitude 32 deg., and even in the present depleted state of the treasury can spend \$150,000 for a wagon road near the latitude of Santa Fe, a miserable sectionalism ignores the claims of nine degrees of latitude south

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