

other fork of the south branch of the Saskatchewan, on the 23rd; then passing through a partially wooded country, which I had surveyed in the summer, arrived at Fort Edmonton on the north branch on the 29th September.

In this account of the return passage of the Rocky Mountains, by what I have called the Boundary Pass, I have not entered into such details as in the case of the Kootanie Pass, because, as will be seen by the accompanying plan and sections, more than one half of it lies in American ground; but I have given the same amount of attention to the mapping of it, as I considered a knowledge of that portion of the mountains would be of service to the International Boundary Commissioners at present engaged on the west side. Moreover, I do not consider the Boundary Pass so well suited for the passage of a railroad as the Kootanie Pass.

It will be perhaps noticed that I have said nothing concerning the fitness of the Kootanie Pass for a waggon road. My reason is simply that where a railroad can be constructed, a waggon road can also be made; without considerable expense a road could not be made to pass *over* the two high points (through which a railroad would tunnel) in the line of the pack-horse track followed by me; but I have no doubt by taking more circuitous routes, both of these heights might be passed by slopes adapted for wheel carriages. In other parts the road would follow the line proposed for the railroad.

I have not mentioned the existence of two other passes across this portion of the mountains, called the Crow-nest and Flathead Passes, the former in the British and the latter in American territory.

The Crow-nest Pass, of which I have marked the general direction on the plan, follows up Crow-nest River, a tributary of Belly River, into the mountains, and gains the west side near "The Steeples." By report of the natives it is a very bad road, and seldom used. I observed the old trail coming in from the plains on the left bank of Crow-nest River.

The Flathead Pass enters the mountains at the 49th parallel of latitude, follows the west shore of Lake Waterton, and gains Flathead River, which it follows to the Flathead Mission on Clark's Fork of the Columbia, about 80 miles south by east of the Kootanie Trading Post. It is used by the Flathead Indians when crossing to the Saskatchewan Plains for the purpose of obtaining buffalo meat.

Fort Carlton, Saskatchewan River,
December 15, 1858.
