

thirds of that distance (say about 70 miles) nearer the N. F. Bend, and, I humbly think, is equally accessible by rail; we have, at least, no evidence to the contrary. In any case, "Bute Inlet," as I shall hereafter show, is out of the question—is a political anomaly and physical impossibility for such a terminus as our highest and ultimate behests require, however well it may serve the special local—but purely local—interests to which all effort in this great matter seems, most strangely—most unfortunately, so far—to have been bent. On this point, I can only repeat what I have said in my "Peace River" pamphlet, page 103:—"Surely, it is not," I ask, in protest against *non-exploration of all British Columbia*, "that the 'men of the south of British Columbia' who hold present rule," (April, 1872) "are afraid to open to public view the 'grand middle and north of the magnificent country in their trust?'"

Exploration, not only of British Columbia, but of our whole vast North and North-West regions yet untouched by authentic record, and of which the very people of Canada, called on to give so largely of their financial resources for development, know less than they do of the centre of Africa. It struck me also that such exploration should precede the instrumental work of survey for railway. Hence my Britannicus letters of 1869, inviting it. On the strength of them, as avowed by the Finance Minister (Hon. Sir John Rose) in moving the item, when asked *cui bono?* by the Hon Mr Holton, "£300,000 sterling"—besides the like sum for payment to the Hudson's Bay Company for their surrender of charter rights—was *unanimously* voted—*voted specifically for exploration—no nomine.*

I was in the House at the time, and of course, with much interest, noted what occurred and was said.

In 1872, early during session in April, seeing nothing done in that way—for the railway survey staff, with its incidental cumber and procrustean measure of work, could not do such flying duty—I wrote my pamphlet, headed "Peace River," touching, in exposition to further invite exploration, the *whole field* from Hudson's Bay to Pacific, and from our Arctic coast to the Columbia River. I did so, as before said, from personal knowledge and my father's and other well-garnished papers, maps, &c., and other special information as to the regions in question. From Sir James Douglas—the highest authority as to the geography of British Columbia—for he has spent nearly half a century there, and most of

the time as its local chief ruler—I received, in recognition of my pamphlet and letters, a note, in warmest terms, of date 3rd April, 1873, from which, as being essentially of public moment and not "private," in its strict sense, I proceed to give the following extracts. As a matter of form I ought, perhaps, to ask his leave, but in the present emergency there is no time for it.

[Extract.]

"Dear Mr. McLeod,—I have had the 'pleasure, &c.' * * * 'Your notes and tables of distances [given in 'much detail in pamphlet] must have 'been,' he says, 'of immense service to Mr. Fleming in preparing his last annual report, which, before I received your letter showing how he acquired his information, greatly surprised me by its fulness of detail and evident familiarity with the leading physical features of the country, as well as the breadth and vigor with which it grappled and dealt with the whole subject of the overland route.'

"I must certainly add my testimony to that of Mr. Fleming"—(Mr. Fleming had spent some hours with him, in 1872, in his trip from ocean to ocean)—and," he adds, "of many other friends and supporters of the grand Canadian enterprise, 'as to the extreme importance of your literary contributions in promoting the work.' * * * 'I retain a lively recollection of your worthy father. It was at 'Isle à la Croix' that I had the pleasure of seeing him, about the year 1821 or '22.' * * * 'We never met on the west side of the mountains, as he left before I came to the Columbia Department.' He then goes on to inform me, in correction of my statement in the pamphlet, that it was he saved my father's life from Indians at the Dalles of the Columbia, that it was not he, but the celebrated botanist, Douglas.

Of course, I do not pretend that it was from me alone that Mr. Fleming got all such information as could be got only from us old Hudson's Bay and Northwest people, who, in those stirring old times in the far North, travelled much more than they do now, but, up to the time of starting his survey, I do not know from whom else, especially as to the interior of British Columbia, he could have got it, save from Governor Sir James Douglas.

I may add—on this point of acknowledgment and approval, in most cases, in marked terms—of my pamphlet, the following authorities:—

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