

the Peace and Smoky Rivers be as described, these northern routes may be less objectionable than they appear at first sight. On the score of length, the Smoky River route does not compare very unfavourably

with that by the Yellow Head Pass, taking Thunder Hill or the Plains as the starting point, and Bute Inlet as the terminus of both.

Mr. Horetzky gives the following table :—

CANADIAN PACIFIC RAILWAY ROUTE, *via* TETE JAUNE CACHE.

ROUTE.	REMARKS.	ELEVATION.	MILES.
From Portage la Prairie to Thunder Hill	Fine country for settlement		220
From Thunder Hill to the crossing of the South Saskatchewan	Much open country, salt lakes, little wood.....		192
From South Saskatchewan to the crossing near White Mud	Nearly all open country, salt lakes, hilly, and much exposed.....		350
From White Mud to south end of Lac Brule	Swampy, cold, unfitted for settlement.....		170
From Lac Brule to Tête Jaune Cache	Unsuitable for agriculture.....	3,760 ft.	110
From Tête Jaune Cache to Bute Inlet either by Lac la Hache, or the North Fraser River and Fort George and Chilcotin	The Chilcotin valley is the only available district for settlement in this section.....		450
			1492

CANADIAN PACIFIC RAILWAY ROUTE *via* PEACE RIVER.

ROUTE.	REMARKS.	MILES.
From Portage la Prairie to Thunder Hill	Fine country for settlement.....	220
From Thunder Hill to Fort a la Corne.....	Fine country ; for the most part wooded.....	150
From Fort a la Corne to Lac la Biche	Thick wooded country ; for the most part abounding in fish	350
From Lac la Biche to west end of Lesser Slave Lake.....	Wooded country ; not much known, but reported level	170
From west end of Lesser Slave Lake to Smoky River	Fine country ; well wooded and watered.....	65
From Smoky to Pine River, Summit Lake.....	Beautiful country ; prairie, woods, coal	170
From Pine River, Summit Lake, to Lake McLeod	Not available for agriculture.....	60
From Lake McLeod to Quesnel	Very little of it available for agriculture	140
From Quesnel to Bute Inlet, <i>via</i> Chilcotin	(?)	220
		1545

How little was known of the coast further north, and the possibility of reaching the interior or descending to the coast by other inlets than those we have mentioned, Mr. Fleming himself points out, for he says :

"With regard to the practicability of reaching the Pacific coast at other points than those referred to, I have made every enquiry

on the subject, but I cannot learn that examinations of any consequence, other than Lieut. Palmer's, have been made along the coast between Bute Inlet and the River Skeena since the time of the discoveries of Vancouver and Mackenzie, in 1793. Our information, therefore, is but vague, and the possibility of crossing the Cascade mountains

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