

per House. The term "Tête Jaune" was applied rather to the "Cache," and was so called from the color of the hair—not unfrequent amongst French-Canadians of Breton and Northern France origin—of an enterprising French trapper, of the name of Decogne, who used the singularly appropriate locality—an immense hollow, but comparatively level, of some 70 square miles in area, amongst the mountains there—for his "Cache" or *entrepôt* in his line of work.

#### CACHE TO NORTH FRASER BEND.

The Pass was, in my time in those parts, and for some years after, a highway not only for loads—leather principally—but for the sick and even paralytic seeking medical aid in Canada, from all parts of British Columbia, even from the Babine country. I, however, never passed through it, nor approached it nearer than Old Henry House (Miette), 18 miles from the summit.

From the summit of the Pass to the Cache, the latest re-survey has determined most favourably, as shown by report already cited, the question of railway line. The distance of the Cache from the summit is given at "50 miles;" its height, "2,500 feet above sea level." From the Cache the trend of the Fraser is in a general course N.W., until at a point for which "Giscome's Portage" may be assumed, it bends sharply, and strikes due south. This turning point may be laid at  $54^{\circ} 25'$  N. latitude. The Fraser at the Cache may be laid at  $52^{\circ} 55'$ . The trending is therefore, it may be said, 100 miles due north, and all that off the true line to N. Bentinck Arm Port. The distance from the Cache to this bend has never, so far as I am aware, been measured. In section sheet 6, under head "Fraser River," there is a point marked "248" (i.e., miles from summit of Y. H. Pass), with a line of "altitude," marked "1,900" (feet above sea level), but there is no name or designation given to the point. I assume it to be the extreme northern point of the bend, as in distance and height (river level) it agrees with or very closely approximates the distance and height assigned by me, in my pamphlet "Peace River," page 113, under head "Tête Jaune Cache." The gradient, from 2,500 to 1,900 feet, in the distance (assumed in sheet) viz., 198 miles (river course, navigable to canoes, and without falls) would average scarcely two feet and a-half per mile. From "Giscome Portage," which, by the way, was never a trade-route, to a point in section sheet 7, marked "Cross Black or West Road River," the distance, in sheet, is 95 miles;

thence to "Bentinck North Arm (Pacific Tide Water)," according to the same sheet is "215 miles," which, however, being tortuous Indian trail, to avoid lakes and swamps, would, for road route, as Lieut. Palmer explains, be reducible, according to his calculation, about 25 per cent, save as to that part, "73 miles," from the head of the Arm to the top of the Precipice. I assume that Mr. Fleming has taken Mr. Palmer's trail distances as given in report. As to the rest of this line, viz., from crossing of West Road River to Bend of Fraser, and thence to the Cache, no measurement of distance or height has, so far as I am aware, ever been made by any one. For lack of better, I take the figures given in section sheets 6 and 7. They stand thus:—

	Miles.
From Yellow Head Pass (Summit) to Cache.....	50
From Cache to Giscome Portage.....	198
From Giscome Portage to crossing of West Road River.....	95
From crossing of W. Road R. to Tide Water N. Bentinck Arm.....	215
Total.....	558

Reducible, probably, to 500 for railway route—the whole way, and especially from a point about 45 miles S.W. of Giscome Portage to the Precipice, admitting, I believe, almost an air line—say 175 miles—making my calculations thus, including also a reduction on the "198 miles" given for the distance from the Cache to Giscome Portage:—

	Miles.
Summit Y. H. Pass to Cache (measured).....	50
Cache to Giscome Portage (not measured).....	175
Giscome Portage to Precipice.....	220
Precipice to Tide, N. Bentinck Arm (measurement).....	73
Total.....	518
Nilpasing to Yellow Head Pass (Mr Fleming's estimate and measurement of part).....	2013
Total.....	2531

I take the liberty of giving these figures, in case it should prove, on survey—if such survey ever be made—that the Quesnel Lake line, as I have indicated, is too unfavorable for a doption. I really think, now, it would be found considerably shorter than I have advanced. At the same time, in point of gradients, it will assuredly be less favorable than the Northern Fraser River Bend Route. The latter route, Mr. Fleming, as he says in his report, has ever looked to as an alternative certainly for access to the Chilcotin Plateau, even for route to "Bute Inlet." North Bentinck Arm, I would observe, is fully a hundred miles or more north of Bute Inlet, and is certainly two-