

	Miles.	Gradients.		Altitude
		Per Mile	One in	Rise.
From the Inlet to Shtoolht, at the turn of the valley	35			say
				Feet
Thence to Cokelin, "by a narrow gorge, hemmed in by steep and continuous cliffs."	14	43 6	121.1	610
From Cokelin to the Great Slide	5	35 6	14.8	1780
From the Great Slide to the Precipice	11	86.3	61.2	950
Or supposing it possible to equalize these grades [a thing next to impracticable] we should have.	30	111.3	47.4	3340
				Feet
				500
				1110
				2890
				3840

"After which the trail continues to rise gradually, the soil becoming shallow and meagre, the vegetation thinner and inferior, for 60 miles more, till it crosses the summit ridge "at an altitude of 4,360 feet" [Lieut. Palmer's report.] And it then only enters on good soil some 20 miles before crossing the Bute Inlet Trail at Benchee Lake; whereas along the latter line the bunch grass peculiar to the country flourishes over thousands of acres.

Finally, the distance from Bute Inlet to the mouth of Quesnelle river is fully 25 miles less than that by the Bentinck Arm Trail, and not much more than half of that from New Westminster [222 against 393]; besides having no portages or mountains. Thus presenting an open communication during the whole winter, which exists on neither of the other routes; and a diminution of nearly one-half in the time and cost of conveyance, as compared with that by the Fraser. Lieut. Palmer in his report admits "the geographical advantages of the Bute Inlet Route over the others"; indeed they were so evident, that a company which had been formed for opening the Bentinck Arm Trail, abandoned the project, when they learned that the Bute Inlet Route was going to be carried through.

Another item in favor of the Bute Inlet Route is its great *Strategical Security* in case of any difficulties with our American neighbors. The Fraser river, from Fort Hope downwards, runs for 80 miles parallel to the boundary line, and at a distance varying from 6 to 12 miles from that frontier; whilst the only road from New Westminster to Hope and the interior has been constructed between them. So that a detachment of a few hundred men could at almost any point intercept all communication, and literally starve out the whole colony. The Bute Inlet Route, on the contrary, would be perfectly safe and its approaches impregnable.

A proof of the feeling here with regard to the Bute Inlet Route is, that a petition to have it opened had 1031 signatures against 7 refusals, comprising all the members of the House of Assembly less one, the Speaker, the Mayor of Victoria, the members of the Common Council, and every merchant or person of note in the place. It was forwarded to Mr. Cardwell, then Secretary of State for the Colonies,