

used by him, or some one who writes for him—to another: a “better” pass, “probably,” as he contends—further South, some 40 or 50 miles, called—by the Indians, for no white man has yet seen it—the “Pine River Pass.” Fortunately, his companion, Professor Macoun, who had no such “mare’s nest” in his mind’s eye, to divert him from the due appreciation of the *important* physical facts, to specially examine which, and truthfully report thereon, this “Branch Expedition was despatched by Canada’s Chief Engineer, gives us, in his most able report, a somewhat different account, thus. Page 97 of Mr. Fleming’s report:—“The Peace River valley, *through the mountains*” (the italicization is my own; the words are his) “as far as I can judge” (better judge than, so far as I know, one who had never had experience in railway construction) “presents no very serious difficulties to the construction of either a “railway or waggon road.”

He then describes, at much greater length than Mr. Horetzky, the special features of the Pass and its approaches from the east, facility of bridging, “about eight miles below Hudson Hope, and the road to be carried up the left bank of river all the way through the mountains.” . . . “Having passed down the Fraser and over the Nevada,” he continues, “since seeing Peace River, “I can say *decidedly*” (the italics are Mr. Macoun’s) “that there is no comparison between them. The nearest approach to Peace River, in appearance, is that of the Fraser between Fort Hope and Harrison River” (all smooth and open) “where no canons exist, and to give a correct idea of the extent of the” (ibid.) “chief difficulties of the Peace River, I may add they do not extend over more than about 6 miles.”

As to snow difficulty, as well as the general features of the Pass, the truth is fairly stated by me, with authorities on page 96 and preceding pages in my pamphlet Peace River. In final citation I give it:

“There is, in fact, no snow difficulty whatever at the Peace River Pass, not even in mid-Winter; the threshold is ever clear as that of an open gateway—ever clean swept by every wind of heaven. It is the most magnificent gateway between the two “worlds” of this earth, and bears the isotherm of strongest human development. A great Territorial Road [with branches] direct to it, and there striking the centre of a gold region probably the richest in

“the world, would fast people the whole “intervening ocean of wheat field.”

In this description I am fully borne out, not only by the authorities above stated, but those older authorities, whose position and active interests and life at the time, as leaders in the Fur Trade, forbade attractive coloring to the eyes of the world, of their new pastures; but they were men of truth. In Sir Alexander McKenzie, Sir George Simpson, Chief Factor Harmon, Chief Factor McDonald, [Fur Traders all], I find evidence enough to enable me to say:—Messrs. Macoun and Butler are *decidedly* right, and Mr. Horetzky as *decidedly* wrong.

So much for routes.

On other branches of this great theme—the scheme as *at present* laid—its executive and political aspects, and, so-called, “financial basis,” I would like to offer a few remarks, but they are scarcely proper to me, in my own name. As to this matter of routes, I had to defend myself, when attacked and almost robbed of my just credit as to the same.

Thanking you for your generous columns,

I am, Mr. Editor,
Yours ever,

M. McLEOD.

Aylmer, Q., June, 1874.

LETTER IX.

TO THE EDITOR OF THE GAZETTE.

SIR,—The conclusions I arrive at, on the above, are briefly as follows:—

1. That exhaustive survey has determined Mr. Fleming’s “Route No. 2,” as laid in section sheet 9 of his report, as not only feasible, but as the best possible; in every respect, from Eastern Terminus to the Prairie Region.

2. That in British Columbia, exhaustive survey has *proved the necessity* of looking to some point *North* of the Georgian Gulf for a Western Terminus.

3. That a thorough, or at least, sufficient exploration, by competent and reliable men, should be made of all British Columbia, from the Rocky Mountains to the Cascade Range, between latitudes 52° and 57° N., for Railway route.

4. That in the meantime, between Red River and Nipissing Terminus, the work of construction should at once proceed, with all possible energy.

That in British Columbia, the line from