

way across to the west side, but for the fallen timber which encumbers the western slope.

Now when it is borne in mind that this Lake Macleod is situated near the height of land between the Arctic and Pacific Oceans; that it stands at the head of the Parsnip River (the south branch of the Peace); and that further, a level or rolling plateau extends from the fort to the coast range of mountains at Dean's Inlet, or the Bentinck arm on the coast of British Columbia, nearly opposite the northern extreme of Vancouver's Island; the full importance of this Indian Pass, as a highway to the Pacific through the Rocky Mountains, will be easily understood.

But should this Indian Pass at the head of the Pine River prove to be, on examination, unfit to carry a railroad across, I am still of opinion that in that case the Peace River affords a passage to the Western Ocean vastly superior to any of the known passes lying south of it. What are the advantages which I claim for it? They can be briefly stated.

It is level throughout its entire course; it has a wide, deep, and navigable river flowing through it; its highest elevation in the main range of the Rocky Mountains is about 1800 feet; the average depth of its winter fall of snow is about *three feet*; by the first week of May this year the snow (unusually deep during the winter) had entirely disappeared from the north shore of the river, and vegetation was already forward in the woods along the mountain base.

But though these are important advantages for this mountain pass, the most important of all remains to be stated. From the western end of the pass to the coast range of mountains, a distance of 300 miles across British Columbia, there does not exist one single formidable impediment to a railroad. By following the valley of the