

The river from Horse Plain to below the Pend d'Oreille lake, is navigable by boats and steamers.

Recollect that here we have those rich gold mines to which I have referred.

The distances from Fort Benton to Colville, by the route of Clark's fork, are as follows:

Fort Benton to Horse Plain, by cut-off from Blackfoot valley to the Jocko tributary of Clark's fork...	270½	miles by land.
Thence down Clark's fork to old Pend d'Oreille mission	195	“ by water.
Thence by land to Colville.....	60	“ by land.

or 330½ miles by land, and 195 by water.

Steamers drawing from twenty to twenty-four inches of water, can run on a reach of eighty miles of this distance in low water, and a much longer portion of it in high water. There are two short portages on the remaining portion of the distance at low water.

I have probably gone into this question of comparative distances at this time with sufficient detail.

I wish now to make a few remarks as to the practicability of railroad routes north of the 49th parallel.

If you will look at the map, you will see that Seattle is the easternmost point, of all the harbors of that system of waters in American and British territory on the northwest, which have an entrance to the ocean by the Straits of San Juan de Fuca; that north of Seattle the coast tends somewhat rapidly westward; so that, assuming either St. Paul's or the western end of Lake Superior as the eastern terminus, the air-line to any harbor north of Seattle will be longer than an air-line to Seattle. It is obvious also from the inspection of the map, that to reach the base of the Rocky mountains, the course must be longer than to reach the base of the mountain by the route of the forty-seventh parallel, for the air-lines are longer, and it is not possible, from the course of the streams, that there is less deflection from a straight line. The very first link from St. Paul's to