

level, Governor Douglas has reported that the road from Lytton to the Red River not only may be, but has been, repeatedly travelled. At the time of his despatch, the Pass itself was thickly wooded, but there was no other difficulty to the whole distance being safely travelled with carts. The roads of British Columbia are being pushed forward with the greatest energy, and are being laid down with a view to their being in part convertible into railroads.

There is, therefore, literally no difficulty in the way of this magnificent communication. So simple a matter is its opening or initiation. And to what does it ultimately tend? To an unbroken intercourse by steam and electricity across the Continent—opening on the way a track or region larger than that of many kingdoms. A means of communication advantageous under every aspect that can be taken of it, shorter in distance, superior in characteristics, to any other with which it can be brought into comparison. Thus the opening of the Red River Settlement leads, as a necessary consequence, to unbroken intercourse with British Columbia, and the circuitous means of reaching it, that have been recommended at present, would not long be necessary after its creation into a *colony* under the Crown.

The old road of the North West Company of Montreal is just 414 miles more direct, and consists of great portions of natural navigation. It admits, therefore, most easily of that system of gradual