

probably—just discovered in northern British Columbia.

Yours,
M. McLEOD.

LETTER VIII.

PEACE RIVER PASS TO NORTH GARDNER'S INLET.

TO THE EDITOR OF THE GAZETTE.

SIR,—The following is my estimate on this head—estimate unavoidably vague, but still based on *some data*, as given in pages 21 to 25, and 96 to 106 in the text of my pamphlet "Peace River," and in pages xii, xiii, xviii and xix of my tables of distances and heights in the same.

Mr. Horetzky (a mere ex-Hudson's Bay clerk, so far as I know, and probably employed by Mr. Fleming for his pedestrian experience as such) not being, it would seem, a railway engineer, nor furnished with any instruments to make any observations— which probably he could not make—in determination of latitude, longitude or *distances*; and as in what he does give of these last, he varies very little indeed from those given by Sir George Simpson, Mr. McDonald, and myself, and as to *heights*, perfectly accords with me; I may say, although mine were mere calculations from journal entries, in a canoe voyage of over three thousand miles from Hudson's Bay to the mouth of the Fraser—from Ocean to Ocean—and his are, professedly, "aneroid measurements," I am forced to rest on *my own data*, as reported and given in my "Peace River." Peace River Pass is, as I show in page 90 of my pamphlet, in about Latitude $56^{\circ} 18'$ —236 miles north of the Yellow Head Summit.

The following is my estimate of *Railway* route by it:—

Peace R. Pass to McLeod Fort— continuous average grade $1\frac{1}{2}$ feet per mile.....	110 miles.
McLeod Fort to Fort St. James, undulating, with probable max. gr. 20 feet per mile..	80 "
Fort St. James to Gardner Inlet North, along South side of N. W. Branch of Fraser, un- dulating at the beginning and end, but level in middle....	210 "
	400 "
Add—Niipissing to Red River—(measured) 973 m.	
Red River to Peace R Pass—my estimate. 1150 m.	2123 "
Niipissing (E) to N Gardner Arm, Total.....	2523 "

Maximum height, say 2,200 feet above the Sea.

Here, it may be well to give in *juxta* relation, the route to the same Pacific point, via the Yellow Head Pass.

Niipissing to Red River—(measured).....	973 miles.
Red River to Edmonton—(estimated).....	750 "
Edmonton to Pass [Y H]—(measured).....	238 "
Summit [Y H] to Cache—(measured).....	50 "
Cache to N Fraser Bend—(estimated).....	186 "
Thence to N Gardner Arm—(estimated).....	265 "
	2512 "

Maximum height, 3,748 above the Sea:—
Add for height above that of the
Peace R. route—operative
equivalent..... 100 "

Total..... 2612 "

COMPARATIVE ESTIMATE OF TOTALS.

Yellow Head Route with op- erative equivalent	2,612 miles.
Peace R. Pass Route	2,523 "
	89 "
Balance in favor of latter, say.	100 "

That is for N. Gardner Arm, but the same might be fairly assumed for the South Arm. The South Arm would be a little nearer, but, on the other hand, the approach to it would, most probably, be considerably higher.

Of the gorges of the Cascade Range, north of the Georgian Gulf, there remains but that—if such there be, as is probable—at the head of the Dean Inlet. I know nothing about it—but would have done so, I think, had it been known to the Fur Trade in those parts; and I have under my hand and possession the best, and perhaps fullest record of the whole history, in all working detail, of the coast trade of the Hon. H. B. Co. from its very initiation. However, I see in Governor Trutch's splendid map of British Columbia the largest river through the range, in those latitudes, marked to the head of Dean Inlet. The head of the inlet is in about $52^{\circ} 52'$, and is apparently about 40 miles nearer the N. Fraser Bend than is the N. Gardner Inlet, and is about the same distance as South Gardner Inlet, from that common shunting point. In the Arrowsmith map before me—one used of old, and still, by the H. B. Co. in its work, and constructed from the Company's own charts—there is only a dotted line—signifying unexploration—from it