

the trouble and expense of a thorough exploration, ere Canada hastily decides upon the best route across its wide Dominion.

And here I may allude to the exploratory surveys which the Canadian Government has already inaugurated. A great amount of work has without doubt been accomplished, by the several parties sent out over the long line from Ottawa to New Westminster; but the results have not been, so far, equal to the expenditure of the surveys, or to the means placed at the disposal of the various parties. In all these matters, the strength of an Executive Government resting for a term of years independent of political parties, as in the case of the United States, becomes vividly apparent; and it is not necessary for us in England to seek in Canada for an exemplification of the evils which militate against a great national undertaking, where an Executive has to frame a budget, or produce a report, to suit the delicate digestions of evenly balanced parties.

It would be invidious to particularize individuals, where many men have worked well and earnestly; but I cannot refrain from paying a passing tribute to the energy and earnestness displayed by the gentlemen who, during the close of the summer of 1872, crossed the mountains by the Peace River Pass, and reached the coast at Fort Simpson, near the mouth of the Skeena River.

But to return to the Indian Pass, lying west of the Smoking River prairies. As I have already stated, this pass is known only to the Indians; yet their report of it is one of great moment. They say (and who has found an Indian wrong in matters of practical engineering?) that they can go in three or four days' journey from the Hope of Hudson to the fort on Lake Macleod, across the Rocky Mountains; they further assert that they can in summer take horses to the central range, and that they could take them all the