

for above a hundred miles ; and in no portion of the whole 600 or 700 miles, from Edmonton to the Clearwater—except at Jasper House—is there sufficient food for any large number of animals. The advantages of this route would be—first, that it lies far removed from the boundary line, well within British territory ; secondly, that it passes entirely through a country inhabited only by friendly and peaceable Indians ; thirdly, that it offers the most direct communication from Canada to the Gold Regions of British Columbia, and from it the Shushwap and Okanagan districts, as well as the road on the Fraser, are easily accessible.

These considerations are, I think, of sufficient importance to require that the question whether this more northern pass does not, from its directness and the security which it offers, possess more solid advantages than those lying farther south, should be carefully and fairly weighed. The more southern passes, lying within the British lines, are far more steep and difficult than the one by Jasper House, and are in unsafe proximity to the American border. The only advantages to be claimed for them appear to be that they communicate with more open country on either side, that pasturage is plentiful along the road, and that from their more southerly latitude they are likely to be blocked up by snow for a shorter period. But, whichever be the one selected, I would urge most strongly the necessity for immediate action in the matter, and I hope—though not with confidence—that the New Hudson's Bay Company will cast off the prejudices, and lay aside the obstructiveness, which degraded the policy of the old one, and promote, to the utmost of their power, that scheme which is of such vital importance to the advancement of all the British possessions in North America.