

twenty-five days should be deducted from the time expended on the *whole* route. That length of time would be amply sufficient for a large train to reach Red River Settlement, where guides and hunters could be procured without much difficulty, and additional supplies of the proper kind of food, such as pemmican, bisonit and flour could be purchased at reasonable rates. American horses could probably be exchanged for Indian ponies, and the common wooden carts of the colony obtained for the journey through the valley of Saskatchewan. At the mountains these cheap carts should be abandoned and pack-saddles substituted to cross the mountains and complete the journey. There would be no difficulty in ascertaining at the colony which of these two routes by the Saskatchewan would be the preferable one, but unless we have come to erroneous conclusions, and have been misled by information derived from sources which we believe to be reliable in the main, we think the most northern route will be found the most practicable, as it certainly is more direct than the one by the Kootanais Pass, and would not exceed in length the estimate made at our former meeting, of 1,650 miles from St. Paul.

Allowing for delays and difficulties which cannot be foreseen in a journey of such length through a country comparatively but little known, we think that in three months from St. Paul a large train would reach the gold digging region near Thompson and Frazer Rivers. A small train would in all reasonable probability reach there in seventy-five days, but more reliable data, on which to found practical conclusions of this nature so very desirable now, would doubtless be learned at the colony of the Red River settlement.

On motion, the above report was unanimously accepted by the meeting.

Col. JOHN H. STEVENS, of Glencoe, being called upon, expressed the opinion that the Frazer River discovery would lead to a knowledge of the interior of British America, which would make the navigation of the Red and Saskatchewan Rivers a very important commercial fact. How few appreciate that a steamer can depart from the mouth of Sioux Wood River, at about the central point of the Western boundary of Minnesota, and thence descend a distance of 500 miles to Lake Winnipeg, then pass 300 miles through that mighty inland sea and ascend the Saskatchewan to the base of the Rocky Mountains—at least 3,000 miles of inland navigation, including the north and south branches of the Saskatchewan. Ten days of slow land travel suffice to connect from the point thus reached, with the navigable channel of the Columbia and Boat En-