

which the Red River Settlement would probably contribute the 91½ miles of surveyed road to the Lake of the Woods, estimated at £22,500. Governor Douglas proposed to the Home Government, in 1862-3, to build the wagon road between Fort Edmonton and the Fraser for £50,000; and Mr Waddington has undertaken the portion between the Fraser and Bute Inlet, which he is about to make over to an influential Company in England. The Hudson's Bay Company were already on the point, some years ago, of putting on steamers between the Red River Settlement and Edmonton; this they would now probably do, as well as on the Upper Fraser; and private parties would be glad to do as much on the three other portions of Lake and River between Fort Garry and Lake Superior. Thus the whole line could be opened in less than two years, and England, instead of running the risk, as at present, of losing the trade of the East, would for a sum less than £150,000 (and pending the construction of the railroad which must soon follow), have an immediate high road of its own, with the finest harbors in the world (Halifax and Esquimalt) and abundance of coal at the termini; and which, when completed, will be the shortest and most direct possible to China, Japan, and perhaps even to India.

PORTION THROUGH BRITISH COLUMBIA.

So far, only a slight mention has been made of the reasons, for which the road is made to go by the Yellow Head Pass, in preference to any of the other known passes through the Rocky Mountains; nor why it crosses the Chilcoaten Plain to Bute Inlet, instead of following the Fraser to New Westminster. But as the difficulties of connecting an Overland Railroad with the Pacific through British Columbia are not generally known, I have thought it desirable to collect and embody them in the following pages, so as to show at one view and more clearly how they are avoided by this route, when every other one has been found to be next to impracticable.

The Colony of British Columbia is to a great extent occupied by two ranges of mountains, running NNW, but gradually diverging from each other towards the north, where they enclose a vast plain, of which more will be said hereafter. That on the East side bears the name of the Rocky Mountains, and the other that of the Cascade or Coast range. They have one feature in common, which is, that their Eastern edge rises in both cases abruptly from an elevated plain; and in the Rocky Mountains the highest crest or ridge is also on that side; whereas the descent on the Western slope, though greater, is extended over a wider distance, and, therefore, in general more moderate.

The Main crest of the Rocky Mountains, several of the peaks of which rise to a height of 16,000 feet, forms the