

wick House, near the Moose River, in latitude 49° 35', and it is believed the greater part of this level tract is fit for settlement.

The following statements respecting the facilities for the construction of this Railway and advantages to be derived therefrom, are taken from Mr. Waddington's and other publications; and from evidence given before Parliamentary Committees.

From Ottawa to the mouth of the Montreal River, a distance of 230 miles, the country presents no serious obstacle. The watershed at the north angle of the Montreal River, 100 miles further on, in latitude 48° 6', longitude 81° 20', and supposed to be the highest point between Ottawa and Nipegon River, is only 800 feet above the sea.

The surveys from this point for 105 miles due west and to within a distance of 230 miles of the River Nipegon, in long. 88° 25', the country was found to be most favourable, the character improving for railway purposes as the explorations proceeded westward and pushed back twenty miles from Lake Superior.

In fact, it is said, so favourable is the country immediately to the north and back of the present settled portions of Canada, for Railway construction, and the clay formation so favourable for cultivation, even at a high latitude, that there are many persons who believe that a railway will ultimately be carried from Quebec or the Saguenay in a direct line to Nipegon River, along the watershed between the St. Lawrence and Hudson's Bay. This would make the direct line about 300 miles shorter; but the surveys are not yet of a nature to justify positive assertions on this point; and it is not likely for many years to come, at least, in view of the present railway system to Ottawa, that this road will be seriously contemplated.

Proceeding West from the Nipegon River there is a tract of country of the Laurentian formation, which, the surveys have shewn, present no insuperable obstructions to Railway construction.

A Railway from Ottawa to Fort Garry, passing north of Lake Superior, would make nearly a straight line in the direction of the Yellow Head Pass through the Rocky Mountains.

Proceeding West from the Lake of the Woods the line would pass over the great plain of the Saskatchewan for the distance of 1000 miles to the foot of the Rocky Mountains.

This great plain presents the most favourable ground in the world for railway construction; it is exceedingly fertile, in summer, covered with luxurious grasses and stretches of woodland, watered by numerous lakes and streams favourable for navigation and abounding in fish; while in the winter time snow does not fall to a greater depth than twelve or eighteen inches, and seldom or never forms ice-crust. It is this absence of ice-crust and little depth of snow that enables horses and cattle to browse out of doors and grow fat during the winter. They could not live out of doors in winter in the Northern States or Canada.

These conditions of Railway construction and running in the winter time are far more favourable than at any points in the whole Province of Canada or the Northern United States on the Atlantic sea-border.

The projected railway would further pass over the largest coal-bed in the world, while the agricultural resources along the line are capable of sustaining an immense population. There remains, in fact, no other such

extent of territory fit for settlement either in the United States or British America.

There are several passes which the Railway might take to traverse the Rocky Mountains, but the Leather or Yellow Head Pass, in lat. 52° 54', to judge from the reports we have so far seen, appears to be the most favourable. It is described as straight and short.

Mr. Alfred Waddington, in a paper read by him before the Royal Geographical Society, in 1863, gave the following descriptions of eight different passes:—

1—Yellow Head Pass, from the Athabaska to the Upper Fraser	52.54	118.33	3760
2—Howse Pass, from Deer River by Blackberry River to the Upper Columbia ..	57.57	117.07	6347
3—Kicking Horse Pass, by Bow River and Kicking Horse River to the Upper Columbia, Sullivan	57.16	116.32	5420
4—Vermillion Pass, from the South Saskatchewan by Fort Bow [4,100 feet] to the Kootanie, Hector.....	51.06	116.15	4947
5—Kananaski Pass, from Fort Bow by Rimsay River to the Kootanie [with a short tunnel, 4,600] Palliser	50.45	1.1531	5985
6—Crow's Nest Pass, by Crow River to the Kootanie	49.38	1.1448
7—British Kootanie Pass, by Railway River to the Kootanie, Blakiston	49.29	114.57	5960
8—Red Stone Creek or Boundary Pass, from Waterton River to the Kootanie, [partly on American ground] Blakiston	49.06	114.14	6030

There is a further Pass, the Athabaska, by the Peace River, in lat. 56° 28', but Mr. Waddington thinks this latitude is too high.

Mr. Waddington gives the following summary of advantages presented by the Leather or Yellow Head pass:

1.—The well known fertility of the whole country to its approach, drained by the North Saskatchewan, and commonly called the Fertile Belt.

2.—The great navigability of the North branch and the presence of large seams of coal at several points.

3.—The natural connection of both with the road by Jasper House, and the Yellow Head Pass, and the facility of the latter, which requires no tunnel. This Pass, or rather valley, presents a natural break through the Rocky Mountains; its greatest altitude is only 3,760 feet above the sea; the Indians cross over it in winter, nor does the snow render it impassable at any time.

4.—The ready and easy communication offered for 280 miles by the Upper Fraser and its valley, through a comparatively open and fertile country.

5.—The opening up of the gold mines in and around Cariboo, which at present can only be reached by 380 miles of wearisome, mountainous waggon road; so that only the very richest claims have been hitherto worked.

6.—The opening up of the Chilcoaten Plain, the only one of any extent in British Columbia, and which contains millions of acres fit for settlement.