

ration are expected to return, but the Line drawn on the map by the north side of Lake Nepigon shows the general direction in which from the very latest information received, a practicable and favorable Line may be confidently expected.

"The survey and exploration made from Sault Ste. Marie easterly along the northern shore of the Georgian Bay towards Lake Nipissing, establish the fact that a good line can be had with very favorable grades.

"The expedition to James Bay had no difficulty in passing from the river Ottawa northerly to the tide water at the mouth of the Abbittbe, and in returning to Lake Superior by Moose River.

"The expedition sent out to examine several projected routes across the Plains west of Fort Garry, and extending up to the Howse Pass on the one hand, and the Yellow Head Pass on the other, have returned after accomplishing the service satisfactorily.

#### ACROSS THE PRAIRIE:

"The information thus derived shows that on some of the routes, the cost of carrying the Railway across the River Valleys would be very great, but that a comparatively favourable route in this respect as well as in others, may be had by a line drawn from a crossing of the Red River, north of Fort Garry by Dauphin Lake, Swan River, the elbow of the North Saskatchewan, Rattle River, Beaver Lake, and thence via the Jasper House to the Yellow Head Pass. On some other route it was found that the great rivers flowed in troughs, enormously deep and wide; but the line drawn appears from all the information obtained to involve the least amount of bridging, while at the same time it passes through or near the most available country for settlement; the South Saskatchewan can be crossed on this line by a bridge, 1,400 feet long, not exceeding sixty feet in height above water level, and about 70 feet above the bed of the river at the deepest point. There will probably be even less difficulty in spanning the North Saskatchewan, and as these are the largest rivers to be crossed on the line laid down, the comparatively favorable points for crossing them, which have been found, is considered extremely fortunate, considering the general features of the great water channels in this wide extent of country.

#### THE GATE OF THE ROCKY MOUNTAINS.

"With regard to the survey between the Rocky Mountains and the Pacific Coast, although a great deal still remains to be done, material progress has undoubtedly been made.

"A very favorable line for a railway has been found through the Gold Range by the Eagle Pass, extending from Little Dalles on the Columbia to Great Shuswap Lake, and an instrumental survey has been completed from the foot of the last named lake to Hope on the Lower Fraser River. The general engineering features of the approaches to Howse Pass, have also been ascertained.

"The surveying expedition which left Victoria on the 20th July to find a moderately direct line from Quesnel Mouth, through the Cariboo county to Tête Jaune Cache, has failed in its object. The lowest pass discovered through the Selkirk range, although about 1000 feet lower than the

mountains adjoining is reported to be at such an elevation, that the ground falls on the one side 1600 feet in five miles and on the other 2300 feet in about six miles, thus proving the pass impracticable for a railway, unless with a tunnel at an enormous cost.

"A favorable pass from the North Fraser River in the neighborhood of Tête Jaune Cache, to the north branch of the Thompson River has been found.

"According to the information received, this will admit of a line being constructed from Yellow Head Pass to Kamloops, with grades not exceeding 50 feet per mile.

"The fortunate discovery of a practicable line with grades so favorable, between Kamloops and the summit of the Rocky Mountains, via the North Thompson and the Yellow Head Pass, together with information received from the expedition, which examined the country on the eastern slope of the mountains, led to the abandonment of all farther work on the survey via Howse Pass.

"Kamloops is an important point on the line which was being surveyed from New Westminster through the Eagle Pass to Howse Pass. The distance from Kamloops to a common point near Edmonston House, is not greater by the North Thompson and Yellow Head Pass, than it is by Eagle and Howse Pass, while all information goes to show that a very much better and less costly line can be had by the former than by the latter route.

"Finding that the Kamloops could be easier reached from the eastern slope of the Rocky Mountains by the Yellow Head than by the Howse Pass, there was no longer any object in continuing operations east of Kamloops on the latter route.

"This led to the adoption by the Government on the 2nd inst., of the Yellow Head Pass as the gate to British Columbia from the east.

"The adoption of the Yellow Head Pass has greatly simplified the survey, and now the efforts of the whole staff in British Columbia, are concentrated on lines leading to one common point, viz: Tête Jaune Cache, in about longitude 120° and latitude 53°. It being impossible to reach the Pass selected through the Rocky Mountains from the west, without first touching the River Fraser at this point.

#### THE RAILWAY IN BRITISH COLUMBIA.

"The next important consideration is the establishment of the railway route from Tête Jaune Cache, to the Pacific Coast.

"It has already been mentioned that there will be no difficulty in building a railway with very favorable grades from Tête Jaune Cache to Kamloops. From Kamloops a survey has been made to Burrards Inlet (the harbour of New Westminster) except about 70 miles on the extreme western end of the line, and on the latter section no serious difficulties are believed to exist. This survey shows that a practicable line with favorable grades may be had, although the cost, particularly along the canons of the Lower Fraser River, will be considerably above the average.

"The Harbour of Esquimaux, near Victoria on Vancouver's Island, is strongly advocated by some as the point where railway should terminate. To reach Esquimaux without break, it will be necessary to bridge the Straits of Georgia in the neighborhood of