

Valdes Island where the channel is narrowest, and the question of building can only be settled by careful survey.

"Assuming that it may be found practicable to form a bridge connection between Vancouver's Island and the mainland, the physical formation of the country will render it necessary to carry the line along by Bute Inlet. It is important, therefore, to ascertain how Bute Inlet can be easiest reached from Tête Jaune Cache.

"Although the attempt made last year to find a short line across the Cariboo country in the required direction proved unsuccessful, all farther efforts have not been abandoned. The work of exploration has been carried on during the winter and a diligent search will be continued wherever success is at all possible. Some hopes are entertained that a line may be found from the North Thompson across the Selkirk Range to the Quesnel Lakes and thence *via* Quesnel mouth to Bute Inlet, but should this fail, a careful examination will be made about fifty miles farther to the south on a line projected through Horse Lake and Lake La Hache. Should all these explorations prove failures, it is confidently believed that it will be quite possible to reach Bute Inlet by a practicable line from Tête Jaune Cache, going round the Cariboo country on the north side along the banks of the Fraser River, and thence across the Chilcotin plains. The only serious objection to the latter route will be its length. The gradient can scarcely fail to be favorable on account of the line following the river for over 250 miles on a uniform and gradual descent.

"Besides Burrards Inlet and Esquimaux, other harbours accessible from the Pacific have been spoken of for the Terminus. Of these may be mentioned Alberni at the head of Barclay Sound, another harbour at Nootka Sound, Bentinck Arm, also Port Eslington, or some suitable point at the mouth of the Skeena River. It is somewhat premature, however, to discuss the merits of any of these points without further information respecting the means of reaching them from Tête Jaune Cache.

"In concluding a summary of what has been accomplished since the survey was instituted in June last, it is greatly to be regretted that more definite information has not yet been received respecting the explorations now in progress east and west of Lake Nipigon, in the rear of the rugged belt along Lake Superior.

"Assuming, however, and enough it is believed is known to warrant the assumption, that all difficulties in this quarter will be obviated, it may be claimed that the practicability and the general direction of the Railway Line from Ottawa to Fort Garry, thence across the great plains and the Rocky Mountains to Tête Jaune Cache has approximately been determined, and that from the last named point at least one line to the waters of the Pacific Ocean has been found practicable.

"It will be interesting to compare some of the features of the line referred to in the last paragraph with the Union Pacific Railway, in the United States, for this purpose a diagram accompanies this, showing there, in profiles of both. (See Diagram opposite Title Page of Year Book.)

SHORTNESS OF THE ROUTE.

"Montreal and Toronto are the chief

Commercial centres in the Provinces of Quebec and Ontario, and it is important to ascertain how they can best be reached from a point in the Interior—say Fort Garry.

"According to the Table (hereinbefore given), the distance between Montreal and Fort Garry by the line of the Canadian Pacific Railway, is 1,180 miles, while by Railway projected through Sault Ste. Marie, Duluth and Pembina, the distance is 1,440 miles, and by way of Chicago and St. Paul, the distance is 1,843 miles—showing that by the three *all-rail* routes, made or projected between Fort Garry and Montreal, the Canadian Pacific line is 260 miles shorter than the line passing through Sault Ste. Marie, and 663 miles shorter than the route at present travelled *via* Chicago and St. Paul.

"Taking Toronto as a starting point, and using the Northern or Nipissing Railways as far as Bracebridge, thence connecting them with the Canadian Pacific Railway at Mattawa, it appears from the Table that the total distance from Fort Garry is 1,110 miles, while by way of Bracebridge, Sault Ste. Marie, Duluth and Pembina, the distance is 1,290 miles, and by way of Chicago and St. Paul the distance is 1,507 miles, thus establishing the fact of the three *all-rail* routes made or projected between Fort Garry and Toronto, the Canadian Pacific is 170 miles shorter than the route *via* Sault Ste. Marie and Duluth, and close on 400 miles less than the Railway Route *via* Chicago and St. Paul.

"It will be farther seen that, during the season of open navigation, the distance between Toronto and Fort Garry via Nipigon, is 1,074 against 1,274 miles *via* Duluth and that part of the Northern Pacific Railway east of Pembina—giving a saving of 200 miles in favour of the Canadian Pacific and branch to Nipigon, of which saving 40 miles is rail and 160 miles water.

"Viewing the Canadian Pacific Railway as a "through" route between Ports on the Atlantic and Pacific Oceans, the comparative Profile referred to in a previous paragraph, and which accompanies this, illustrates the remarkable engineering advantages which it possesses over the Union Pacific Railway. The lower altitudes to be reached, and the more favorable gradients are not, however, the only advantages.

"A careful examination into the question of distances, shows, beyond dispute, that the Continent can be spanned by a much shorter line on Canadian soil than by the existing railway through the United States.

"Referring to the table again, it will be seen that the distance from San Francisco to New York, by the Union Pacific Railway, is 3,363 miles, while from New Westminster to Montreal it is only 2,730 or 636 miles in favor of the Canadian route.

"A closer examination of the table will show that by the construction of the Canadian Pacific Railway, even New York, Boston and Portland will be brought from 300 to 500 miles nearer the Pacific coast than they are at present.

"A comparison of distance between distant points which may form traffic connections with the Inter-Oceanic Railways of North America, brings out some important facts referred to in the table.

"Compared with the Union Pacific Railway, the Canadian Line will shorten the passage from Liverpool and China, in direct distance, more than one thousand miles.

"When the remarkable engineering advantages which appear to be obtainable of