

only way I could see of having my proposed Canadian transcontinental railway constructed, and Mr. Trutch and his colleagues had the construction of such a railway made a binding condition in the terms agreed upon when British Columbia entered the Confederation. They were generally known as the "Cast Iron Terms," and fortunately for British Columbia they were made so stringent.

Shortly after the terms of confederation had been arranged I met Mr. Trutch by appointment, at Elko, in Nevada, when he gave me full information regarding the terms agreed upon, particularly those about the railway, and he then told me that as I was the only person living who had a personal knowledge of the interior of British Columbia and where the transcontinental railway should be located, he had recommended Sir John A. Macdonald, then Premier of the Dominion, to engage my services, in order to make certain that no mistake should be made in the location of this all-important railway. Mr. Trutch met me at Elko in 1870. I shortly afterwards went to San Francisco for the Winter.

In the early part of the year 1871 I went to Utah, and about the beginning of June in that year I received a telegram requesting me to go to Ottawa to give information, etc., etc., regarding the country and the proposed exploratory surveys about to be undertaken by the Dominion Government for the Canadian Pacific Railway. I immediately repaired to Ottawa, and gave Sir John A. Macdonald and the engineer-in-chief of the Canadian Pacific Railway the needed information, and having recommended the line from Burrard Inlet through the Eagle and Howse Passes to be adopted, I hurried back to British Columbia and succeeded in landing the first survey parties to commence the surveys for the Canadian Pacific Railway, on the day British Columbia entered the Confederation, when I was employed by the late Major-General Richard Clement Moody, of the Royal Engineers.

I sent one of my survey parties from Fort Hope under the command of Mr. D. C. Gillette, an able American engineer whom I had known for many years, and who had a large experience in locating railways and other works in the United States, with instructions to proceed to the westerly end of the Howse Pass and make an exploratory survey through it.

My other survey party, under the command of Mr. Edward Mohun, a civil engineer long and favorably known in British Columbia, I sent via Kamloops to the west end of the Eagle Pass to survey a line through it and winter in the neighborhood of the present town of Revelstoke, where I promised to visit them during the Winter on my way back from the Howse Pass to Victoria.

Mr. Frederick McLennan, an engineer from the Intercolonial Railway, had been appointed to take charge of the surveys of a line via the North Thompson and Alfreda Rivers, and through the Yellowhead Pass, and Mr. John Trutch, C.E., of Victoria, was appointed to take charge of the surveys between Burrard Inlet and Kamloops.

At Kamloops I parted with my survey party under Mr. Mohun, and also with Mr. McLennan's party, and that of

THE LATE DR. A. R. C. SELWYN,

the Director of the Geological Survey of the Dominion, at the City of New Westminster, which I had founded in Canada, who accompanied Mr. McLennan to the Yellowhead Pass.

I now proceeded with a few horses and three Indians on my way to Howse Pass. I went by the trail via Osoyoos Lake to Colville, where I chartered the old steamer "Forty-Nine," and loaded her with supplies which I purchased, and sent up to "The Big Eddy," at the east end of the Eagle Pass, where I had instructed Mr. McLennan to winter, and then proceeded on my way via the trail to Wild Horse Creek, the valleys of the Kootenay and Columbia Rivers, to Kinbasket's Landing, where I overtook Mr. Gillett's party.

I sent a few horses through the woods, along the east bank of the river, to the mouth of the Blueberry River, which has its source near the summit of the Howse Pass, and then embarking my party and supplies on board a flotilla composed of some half-rotten and leaky boats, old log canoes and a few Indian bark canoes, we floated down to a point a short distance south of the mouth of the Blueberry River, where I at once set some men at work to build log huts to winter in, and the survey party running a preliminary survey up the valley of the Blueberry River, and then, taking some horses and three Indians, I started to cross the Rocky Mountains to their easterly foothills, where I expected to meet a party near Mount Murchison, under the command of my brother Frank, who had charge of the exploratory surveys between Red River and the easterly foothills of the Rocky Mountains.

From the summit down the easterly slope of the Rocky Mountains the descent was very gentle, and I anticipated there would not be any difficulty in getting a line easterly by the valley of the Red Deer or Saskatchewan Rivers, but that probably the better line to adopt would be an air line near Mount Murchison, passing through Winnipeg and reaching the north-west corner of the Lake of the Woods. I now knew that on the whole of my proposed line from Vancouver to Winnipeg the only really difficult point to settle was the descent from the summit of Howse Pass to the Columbia River, as the descent from the summit for three or four miles was very steep.

Everything now indicated a very heavy fall of snow, and as I knew from experience what that meant at such a high elevation as the summit of the Howse Pass is, I retraced my way to the survey party and found that they had the trial line partly up the steep grade, and I caused it to be pushed on with the utmost despatch to the summit, and then commenced to make a trial location down the side of the mountain, but just as we began this survey the snow began to fall so heavily that we could not see through it