

Waddington it was projected to follow the rocky and precipitous side of Bute inlet, and it was proposed to form a connection with Vancouver island across the strait of Georgia. Three subsidiary lines were suggested in connection with this route. One to leave the line near Fort George, and to run to Dean channel, the second on a more westerly course to reach the Pacific at Gardner inlet, a third following a north-westerly direction to find an outlet by the valley of the river Skeena. Of these four lines, the location which led to Bute inlet, as giving assurance of a possible railway connection with Vancouver island, was the only one which obtained any general local support. The second line on leaving Tête Jaune Caché, followed the valley of the Albreda and Thompson rivers to Kamloops, and proceeded by Lytton at the junction of the Thompson with the Fraser to Burrard inlet."

This pass is the one through which the Edmonton, Yukon and Pacific Ry. Co. has been authorized to construct a line by the Dominion Parliament. The charter of the E. Y. and P. Ry. has passed into the hands of Mackenzie, Mann & Co., and the Co. has been re-organized under Canadian Northern Ry. auspices. The two companies will ultimately be amalgamated, but it is as the E. Y. and P. Ry. Co. that Mackenzie, Mann & Co. have entered into a contract with the B. C. Government to construct the line from Bute inlet, on the Pacific coast, to the Alberta boundary of the province, via Yellowhead pass. In Alberta the E. Y. and P. Ry. has constructed about five miles of line from Strathcona, on the Calgary and Edmonton Ry., into the town of Edmonton, and purposes carrying on the construction westerly. Probably nothing more will be done on this portion of the

line until the B.C. section is completed, as the contract with the Government calls for the commencement of construction from Bute inlet.

"Although," said Sir Sandford Fleming, "the Yellowhead pass was recognized as an important objective point affording an easy entrance from the east into B.C. through mountains previously pronounced impenetrable, the more northern passes of the Peace and Pine rivers attracted attention, and opinions were expressed that they offered a more natural passage for the railway through a fertile district with a salubrious climate. This territory had been partially explored. Sir Alexander Mackenzie discovered the Peace river, and traced it to its source in 1793. Sir George Simpson

followed it in 1828. Its general features accordingly were to some extent known. The first examination under my direction was made in 1872, when I passed over the line from Lake Superior to the Pacific. In August of that year, when at Fort Edmonton, I detailed Mr. Horetzky and Prof. Macoun to proceed by way of Peace river to the Pacific coast to investigate, as far as practicable, the physical character of the region. . . . A second exploration of the northern district was made in 1877. The river Skeena was followed by Mr. Cambre from its mouth to a country drained by its south branch, the Watsanquah. The examination terminated at Fort George. The mountains themselves were crossed by Mr. Hunter in the same season by the Pine river pass." The result of these



TEMISKAMING AND NORTHERN ONTARIO RAILWAY COMMISSION.

Sealed tenders addressed to the undersigned, and endorsed "Tenders for Construction," will be received by the Secretary-Treasurer of the Commission until noon,

Saturday, September 27, 1902,

for the construction of the Temiskaming and Northern Ontario Railway (Ontario Government Railway), including clearing of right of way, bridging, grading, ballasting and track-laying, complete and ready for operation, in accordance with plans and specifications, from the Town of North Bay or Nipissing Junction to a point on Lake Temiskaming, being a distance of 110 miles, more or less. Plans and specifications of the work may be seen and full information obtained, at the office of the Chief Engineer at North Bay.

Tenders will not be considered unless made on the forms supplied by the Commission, and signed with the actual signatures of the parties tendering. An accepted cheque on a chartered bank for \$25,000, payable to the order of the Chairman, Secretary-Treasurer of the Commission, must accompany each tender. The cheque will be forfeited if the party whose tender is accepted declines to enter into a contract for the work at the rates and on the terms stated in the offer submitted.

The accepted cheques thus sent in will be returned to the parties whose tenders are not accepted.

The Commission reserves the right to reject the lowest or every tender.

P. E. RYAN, Secretary-Treasurer.
Toronto, August 29th, 1902.

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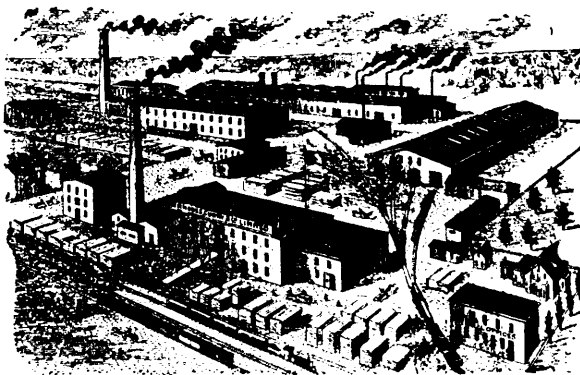
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