

Railway Report 1880.) It is within ten or twelve hours steaming of Port Simpson, the best harbour on the British Columbian coast. It has, within easy reach, numerous havens of refuge. With the wind at west, south-west or south-east, sailing ships can reach the head of Douglas Channel, *via* Nepean Sound, *without* towage.

With a light-house on Cape St. James, and three other lights in the inner passages, the coast can be made on the darkest night with perfect safety.

In none of the numerous channels leading from the ocean to Douglas Inlet, are there any tide-rips or overfalls, the tide setting regularly along the coast, and rarely, if at all, exceeding a rate of three knots per hour.

Certain marine engineering works will be necessary to form a perfectly good harbour at Kitimat. Those have been referred to in the preceding pages.

It is clear that a northern route terminating either at Port Simpson or at the Kitimat, will be cheaper by millions of dollars than the Burrard line.

It is also evident that, to answer the purposes of a Colonization road, the northern line is infinitely preferable to the southern route, which must run for six hundred miles through an irreclaimable wilderness.

It is, or should be, intelligible to all, that, to carry a great colonization and imperial highway out of its proper course, upon the plea of serving the interests of 2,000 or 3,000 whites on the Frazer River, is absurd.

The writer feels that, strengthened as he is by the written testimony already cited, and backed by the evidence of the Chief Engineer himself, in his letter of the 30th September, 1879, addressed to Sir Charles Tupper, the ground he has taken in support of a northern route is impregnable.

In July, 1878, an Order in Council was passed, practically adopting the Burrard Inlet route. The late Premier had, acting upon the advice of the Chief Engineer of the Pacific Railway, authorized this action.

It has been shown, conclusively, that all reports upon the Kitimat Valley and route had been suppressed, and the inference is, that the matter had never been discussed between the Premier and his Engineer.