

regarding the surveys through the Yellow Head Pass led me to think that the engineer-in-chief had no very friendly intentions regarding me, and I fully determined to leave his staff as soon as I could fairly do so, and then when I was clear of him endeavor to get a railway constructed by my line from Vancouver to Winnipeg and connecting with the line proposed by the engineer-in-chief at Rat Portage or Selkirk.

I kept my party at work until the end of December, when the snow had reached the Fiddle River, and then went into winter quarters at the depot, and had some log huts built at Fiddle River for Mr. McCord's party to winter in. I sent to Edmonton requesting Mr. Richard Hardisty, the chief factor in the Hudson's Bay Company, then in charge, to send me dog sleighs to bring the supplies at the headwaters of the Whirlpool River to the depot, all of which were done, and having completed the plotting of our season's work I sent the plans off to Edmonton with a letter to Mr. Hardisty requesting him to have them forwarded to Ottawa.

As soon as these documents were sent off I set the trail party at work, continuing the survey of the line in the direction of the latter place, as I was led to believe from a printed report of an explorer sent out in 1871 by the engineer-in-chief, and which he had given me at Moose Lake the previous Autumn, that a "level sandy plain extended from the Fiddle River to Lac St. Anne." I soon found that the description given in that report and the nature of the country between the Athabasca and the McLeod Rivers were very different, as there was a high ridge—a spur of the Rocky Mountains between those two rivers—that made it difficult to get into the valley of the McLeod River. As the line had been gradually ascending this ridge, crossing several formidable ravines, I directed the engineer to go on with the survey and get into the valley of the McLeod River as soon as possible, and I would explore the country ahead and to the eastward. I found a good line could be obtained by keeping much farther to the eastward without any trouble, but decided to continue the line we were surveying to Victoria. When the line was within a short distance of the McLeod River I was a short distance ahead when a half-breed met me and handed me a letter from the engineer-in-chief. It informed me that he had received the package forwarded by Mr. Hardisty, and directed me to discontinue the survey easterly and to return to the Coast with my party. It also informed me that Mr. Marcus Smith, C. E., had been appointed to take charge of the exploratory surveys in British Columbia. This was

JOYFUL NEWS

for me, for I saw the way clear to get out of the distasteful occupation of making useless surveys.

Shortly after receiving the above despatches I received a letter from Mr. Marcus Smith, informing me of his appointment and requesting me to try and find a line feasible for a railway west from the Tete

Jaune Cache into the valley of the Horsefly River, or into the basin of the Quesnelle Lake.

We all started on our return journey, and on our way back, when we got east of Moose Lake, I directed Mr. Green to make a short survey along the south bank of the Fraser, whilst I went up to the head waters of the canyon, and those of the North Thompson Rivers to see if I could find a pass in the direction Mr. Smith desired.

Taking my three Indians with me, I proceeded to explore the country at the headwaters of the Canoe River, and very soon found there was no pass in that direction. I then went to the forks of the Albreda and North Thompson Rivers, and up the valley of the latter. I found the country densely timbered and difficult to travel through until we reached a high elevation. I pursued my way until, at a very high elevation, I was surrounded by high snow-capped peaks and glaciers that presented an impenetrable wall of rock, snow and ice. I returned to the forks of the Thompson and Albreda Rivers, where my Indians found an old log canoe which they patched up and we decided to run down the North Thompson River in preference to walking to Kamloops, as we found that Mr. Green and the survey party had preceded us. The Indians were expert canoe men but knew nothing about that river, nor did I, excepting that the "Black Canyon" was considered a dangerous place for boats or canoes. We swept down the river in fine style and when we got into the canyon the Indians handled the canoe to perfection. We pursued our way and soon after dark came to the place where the party were encamped on the "Blue Prairie."

Here we left the canoe, and taking my horses and Indians I pursued my way, in advance of my party, through a lovely valley to the

MOUTH OF THE NORTH THOMPSON RIVER,

where I met my commissariat officer, Mr. A. G. Hall. I instructed him to hand over all the pack animals, &c., &c., to Mr. Marcus Smith's agent at Kamloops, and bring me duplicate receipts for the same, and to take all further orders from Mr. Smith. Thus ended all my explorations and surveys for the Canadian Pacific Railway through the mountain region of Canada, and the above instructions were the last I gave in connection with that great national railway for which I had spent so many years of toil, of hardship, of privation and personal expense to secure the best route, and in my opinion, the route to adopt, as before remarked, the engineer-in-chief had advised to be abandoned.

As usual for many years I took up my quarters with my never-failing friends, the officers of the Hon. Hudson's Bay Company, in Fort Kamloops, where I remained a short time and on my telling the officer in charge of the fort for the reasons I have already related, namely that as soon as I could close up all matters in connection with the exploratory surveys I should leave the