

POSSIBLE FUTURE SHORT CUT FOR A RAILROAD IN PLACE OF
THE FRASER NAVIGATION.

Section.	Over		Rail	Steam	Rise.
	Miles.	Miles.	Road.	Nav.	Feet.
1 From opposite the Tête Jaune Cache, South across the Fraser, then up the valley of the Cache, over easy undulating sandy ground, and across Cranberry River to the watershed of Canoe River	14			[?]	240
Thence down to the bed of Canoe River, worn to a considerable depth in the sandy soil	2			[?]	Fall 150
From the Canoe River, SW, over rocky ground to the Divide from the North Thompson, 2900 feet above the sea	5			[?]	Rise 360
Thence down to the North Thompson	9			Fall [?]	450
Thence in a WSW direction over mountainous ground to the Divide from Clearwater River	5			[?]	Rise 200
Thence down to the River	7			Fall [?]	300
From Clearwater River to the Divide from the Great Quesnelle Lake	3			[?]	Rise 150
Thence through a mountainous country SSW to the South-eastern end of the Lake [2040 feet above the sea]	10			[?]	Fall 460
	55	55			
2 Thence along Quesnelle Lake to its South-western angle					45 level
3 From Quesnelle Lake across a slightly rolling fertile country, to the Mouth of Deep Creek, on the Fraser and below Soda Creek, viz: From Quesnelle Lake WSW to the Divide, near Round Tent Lake	17				Rise 160
Thence to Deep Creek	10			Fall	125
Along Deep Creek west to the Frazer [1450 feet above the sea] with bridge and approaches	8½				625
					750
Thence WSW across the Chilcoaten Plain to the old Fort on the Chilcoaten River	58			Rise	697
Thence in the same direction to the mouth of the Gap at the entrance of the Cascade Mountains, on the Butte Inlet route	47			Rise	200
	140½	140½			
Railroad				195½	45
Steam Navigation				45	
Total miles		240½			
AGAINST					
1 From opposite Tete Jaune Cache to the Rapide des Fourneaux, railroad	10				
2 Navigation on the Fraser	280				
3 From Quesnellomouth to the Gap, as above	137½	427½			
Less distance				187	
Increase of Railroad				58	

This road would, however, pass over a wild, unknown, uninhabited, mountainous, barren tract of country, between Quesnelle Lake and the Tete Jaune Pass, which would present considerable difficulties and be vastly expensive. Very different from the fertile district on the Fraser and the facilities for immediate navigation.