

Two Thousand Eight Hundred and Twenty miles at \$30,000 per mile—\$84,600,000, or with contingent expenses say \$100,000,000.

This sum, if correct, would be too great for present possibilities or contemplation. But if such a magnificent project as that of an Inter-oceanic Railroad cannot be entertained for the present, nature has gifted this portion of British Territory with water communications of the very first order, which only require a few connecting links to make them available, and which offer a quick and easy mode of conveyance for mails and passengers during seven to eight months in the year, and for goods at one-third of the price by railway carriage, and what is most important, through a temperate climate.

Unlike the barren wilderness of the American desert, inhabited by fierce and hostile Indians, this line would pass over one of the richest, most beautiful and fertile regions in the world; extending from near the Lake of the Woods to the foot of the Rocky Mountains, and containing from 60,000 to 100,000 square miles, or from forty to sixty millions of acres; lying directly between the two Colonies of Canada and British Columbia, and possessing every possible qualification for agricultural purposes. A line of communication, where prairies covered with luxurious grasses and immediately available for the plough, are mingled with stretches of woodland, and well watered by numerous lakes and streams, and which would soon be followed up and fed by an agricultural population from one extremity to the other.

The Eastern portion of the country thus to be opened was thoroughly explored for this purpose, as far as the Red River Settlement and the lower end of the Great Saskatchewan, in 1857-8, at the expense and by order of the Canadian Government; and the chief object of the present notice is to furnish the necessary details concerning the remainder or more westerly portion. The writer has spent over five years in studying the question, and has laid out considerable sums, in connexion with it, towards opening the first link from the Coast to the Cariboo mines. He was at perfect liberty to choose the road best suited for the purpose, and made up his mind entirely to avoid New Westminster, not only on account of the many objections it offers as a seaport, but as being impracticable for a railroad. Besides which, he had acquired the conviction that the Passes through the Rocky Mountains, between Mount Hooker, in Lat. $52^{\circ} 17'$ and the Boundary Line, which would connect that Port with the South Saskatchewan, are inferior in every respect for a railway to the line by the North Branch and the Yellow Head or Tete Jaune Pass. This will be clearly shown when describing the geography of British Columbia; in the meanwhile, the writer's reasons for adopting the Northern route in preference may be summed up as follows:

1.—The arid nature of the country traversed by the South