

7.—The facilities offered by the Bute Inlet Valley, presenting a level break, 84 miles long, through the Cascade range, and the *only one* for constructing a railroad to the salt-water.

8.—The superiority of the harbour at the head of the Inlet, its proximity to the coal mines at Nanaimo, and its easy and safe connection with Victoria, Vancouver Island, and the ocean.

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The great difficulties which exist on this portion of route through British Columbia, and the way in which the writer succeeded in surmounting them, were explained for the first time in a paper read by him at the Royal Geographical Society, in London, March 9th last, from which, as they form an important part of the present subject, an abstract has been made, which the reader can consult, in the Appendix (B), so as to satisfy himself of the result.

It has thus been conclusively shown, that the geographical difficulties which have been so much talked of, through British America, either do not exist or can be avoided ; so that there no longer remains a doubt, as to the facility of constructing a railroad across the Continent in almost a straight line from Ottawa to the Yellow Head Pass, and thence to the Pacific. Indeed the general facilities for that purpose are as great through British territory, as the difficulties on the American line are considerable. And here it may be observed, that whilst San Francisco possesses no coal for steamboat purposes, the termini of the English line, both at Halifax and Bute Inlet, would be abundantly provided with it. It is hardly necessary to add, that from Ottawa the proposed line would connect by the existing railroads with Montreal in summer, and when that port is closed, by the inter-colonial railroad with Halifax on the Atlantic, or perhaps Shippegan in the Gulf of St. Lawrence. The most direct line however to the Atlantic in winter would be by Portland.

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### SEVERITY OF CLIMATE.

This has also been exaggerated, till at last one would suppose that Canada was fairly locked up and buried in snow and ice for seven or eight months in the year. But the Lechine Canal, near Montreal, remains open on an average for 226 days, or  $7\frac{1}{2}$  months, whilst the St. Lawrence at Montreal is navigable still longer. As far, however, as the present subject is concerned, the objection mainly embraces the running of trains in winter, and the fitness of the country for settlement. Now the amount of snow is the only serious obstacle to the running of trains in winter ; and because the winters in any country are severe, the fall of snow is not necessarily greater. In Canada the greatest depth of snow is to be found in the maritime provinces east of Quebec, where it is occasionally but rarely known to lie from four to five feet deep ; but south and west of Quebec this is no longer the