

his instructions, that I was on the

POINT OF LEAVING THE SERVICE,

which I should have done there and then had I not known the very critical position my men and animals were in on their way by the Athabasca Pass, and how much they relied upon me to see them safely through.

I now returned to Mr. McCord's camp, and the following day reached the Athabasca River near the site of the old Henry House. The weather had now become very cold and everything indicated a snow-storm. I hurried on through the valleys of the Athabasca and Whirlpool Rivers. I met a large herd of caribou and a bear on my way through the valley of the Whirlpool River, and, in the evening of the third day from McCord's camp reached the place where we had killed the caribou and cached the meat to supply us with meat on our return journey. Grizzly bears had, however, eaten up all the meat and we had a very meagre supper.

Before daylight the snow began to fall heavily, and I pushed on, expecting to meet my party and pack animals at the foot of Mount Brown, but they were not there. Being greatly disappointed at, to me, the unaccountably slow progress the whole outfit had made since I left them at Kinbasket Lake, we travelled all day until we reached a point not far from the Boat Encampment, and then endeavored to cross the mountain spur between the Wood and the Columbia Rivers, in order to shorten the distance, but as night came on, and the underbrush was dense and the fallen timber very obstructive, we were compelled to stop in the bush where our half-famished horses had nothing to eat. Early next morning we heard the sound of a mule bell, and by returning to and wading down the river soon heard the sound of chopping, and on a high bank on the south side of the river found that Mr. Green and the survey party he had charge of were at work constructing buildings to Winter in, as he had concluded from my long absence that they would have to pass the Winter on the Columbia River.

I knew now that it was touch and go if we could go through the high Athabasca pass, but I determined to take the risk and at once instructed Mr. Green with his survey party and the necessary pack animals to start at once for the Athabasca River and also order all the packers in charge of the large trains of pack animals and supplies to get everything forwarded over the summit of the Athabasca Pass in order that they could, during the Winter, be conveyed by dog-trains along the frozen Whirlpool and Athabasca Rivers to the depot I had instructed Mr. McCord to build about a mile and a half below where in by-gone years stood the old Henry House.

With Mr. Green's survey party and my little outfit of Indians I started back

FOR THE ATHABASCA RIVER,

and as I travelled much faster than he did, I pushed on ahead in order to get back and have the survey of the line from the summit of the Yellowhead Pass made by Mr. Mo-

hun's party before the snow fell. I arrived where Mr. McCord had commenced the construction of the buildings for the different parties to Winter in late in the night of the third day after leaving Mr. Green's party. I was astonished to learn from him that the survey party under Mr. Mohun had started on their return to Victoria.

This was to me at that time incomprehensible, as I had given the engineer in charge of the party definite instructions about the work I wished to have done during the Winter, by pushing forward the surveys in that inclement season of the year, and which I had promised the engineer-in-chief that I would have carried out.

Next morning at the break of day, with my two Indians and nearly worn out horses, I started to try and overtake and bring back the party. On my way I met a messenger from the engineer-in-chief, telling me he had changed his mind regarding the surveys of the line through the Yellowhead Pass, and instructing me to bring out my parties and most of the pack animals and report at Kamloops, and place the supplies and some of the pack animals in the hands of a man I had no confidence in.

These peculiar orders it was simply impossible for me to carry out. The Winter had set in with heavy falls of snow in the Athabasca Pass, through which my men and animals were struggling to reach the Athabasca valley, where grass for the animals could be obtained, and when they did reach it they were in a weakened condition. In the valley of the North Thompson and Albretha Rivers and the Yellowhead Pass the grasses would all be covered with snow except the lower portion of the valley of the North Thompson River, and had I attempted to carry out the orders sent to me by the engineer-in-chief, I should certainly have lost all my animals and, perhaps, the lives of some of the men, which were responsibilities I would not assume, and, therefore, was compelled to remain in the Yellow Head Pass.

It is impossible for me to express how much I wished at this time to discontinue my connection with the engineer-in-chief, and I should have done so if I did not think it would be unfair to all my employees, who had served me so faithfully, and to the Dominion Government, whom I felt certain was being misled by the engineer-in-chief regarding the proposed location of the Canadian Pacific Railway.

I subsequently learnt that it was owing to instructions direct from the engineer-in-chief to Mr. Mohun after I parted with the former at Moose Lake that caused Mr. Mohun, on reaching the divide in the Yellow Head Pass to discontinue his survey and return to Victoria. The

ABANDONMENT OF THE LINE

I had so strongly recommended for the Canadian Pacific Railway via the Eagle Pass and terminating in Vancouver, and the instructions and counter instructions I had received regarding a location survey through the Howse Pass and the same peculiarities