

2. An exploration between Tête Jaune Caché and the Quesnel Lakes.

3. A re-survey from Moose Lake to Tête Jaune Caché, on the opposite bank of Thompson.

4. That with respect to the railway in British Columbia the Government having announced a decided preference for Esquimalt as the terminus, whether Vancouver Island be reached by bridge or ferry; and as the time for selecting lands for railway purposes in British Columbia expires on the 20th July next, it becomes important to secure, either by an extension of time or otherwise, all the vacant agricultural or mineral lands along the probable line for the railway on Vancouver Island.

That should the Government consider this advisable, the limits of reservation may be sufficiently well described as a strip of land twenty miles in width along the eastern coast of Vancouver Island between Seymour's Narrows and the harbor of Esquimalt.

THE EASTERN SECTION.

5. An exploration between Lake Nipissing and the upper part of the Montreal River, to give information respecting the country, in order to ascertain how the eastern terminus, as defined by Statute, could best be reached,

6. To continue the surveys between Red River and Lake Superior, in order to connect lines already surveyed, amend others, and add to the information already acquired, with the view of establishing the very best and shortest line for the railway between Red River and Lake Superior, at the same time utilizing as great a length as possible of the main line.

The Committee concur in this report, and submit the same for Your Excellency's sanction.

Certified,

J. O. COTÉ, C. P. C.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF,
OTTAWA, 29th May, 1873.

Memorandum with regard to operations for the present season, the undersigned recommends that the following be undertaken:

THE WESTERN SECTION.

1. An exploratory survey from Howe Sound to Kamloops, or some convenient point on the North Thompson.

2. An exploration between Tête Jaune Caché and the Quesnel Lakes.

3. A re-survey from Moose Lake to Tête Jaune Caché, on the opposite bank of the Thompson.

4. With respect to the railway in British Columbia, the Government having announced a decided preference for Esquimalt as the terminus, whether Vancouver Island be reached by bridge or ferry; and as the time for selecting lands for railway purposes in British Columbia expires on the 20th July next, it becomes important to secure, either by an extension of time or otherwise, all the vacant agricultural and mineral lands along the probable line for the railway on Vancouver Island. Should the Government consider this advisable, the limits of the reservation may be sufficiently well described as a strip of land twenty miles in width along the eastern coast of Vancouver Island, between Seymour's Narrows and the harbor of Esquimalt.

5. An

River, to
eastern ter

6. To
connect li
acquired,
railway b
length as

COPY of a
His

The C
May last fi
of Council
that Esqui
Railway, a
Seymour M
The C
despatch to
Dominion
agreement
Vancouver

An O
priating th
be necessar
said land to

SIR,—
honor to or
Minute of r
Island prop
construction
Canada, ma
be appointe
authorizing
of my Mini
A dup
DeCosmos,

COPY of a
by His E

On a m
missioner o
1½