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River at Keewatin; thence to a point on the Red River named Selkirk, as shown on the map; thence in a direct line to a point near Swan River, and Northcote; thence south-westerly to Livingstone; thence in a nearly due west direction to the crossing of the south branch of the Saskatchewan; thence in a north-westerly direction to the neighbourhood of Fort Edmonton; thence by the McLeod and Athabaska Rivers to Jasper House and Henry House, and thence to Tête Jaune Cache.

That in the event of Bate Inlet being selected as the western terminus of the said Railway, the line will follow the valley of the Frazer River from Tête Jaune Cache to the neighbourhood of Fort George; thence from the crossing of the Stewart River, at the junction of the Chilucoo River to a point near its source, thence in a direct line to the Nazco River, and ascending the valley of the Nazco River to the Chisicot River, towards Tatla Lake and Tatlayacoo Lake, and the east branch of the Homathco River, and descend the valley of the Homathco to the waters of the Pacific at Bate Inlet.

That in the event of the Dean Channel route being adopted, the above line will be followed from Tête Jaune Cache to near where it strikes the Nazco River; whence it will follow generally the line of the Blackwater River to Thruscha Lake; thence descend the valley of the Salmon River to the waters of the Pacific at Dean Channel.

The Minister further recommends that the sections referred to in the second clause of the Canadian Pacific Railway Act of 1874 shall be defined as follows:— The first section to begin at a point near the south of Lake Nipissing, and to extend to the neighborhood of Fort William, at the upper or western end of Lake Superior; the second section to commence in the neighborhood of Fort William and to extend to the crossing of the Red River at Selkirk, in the Province of Manitoba, a distance of about 412 miles; the third section to extend from the said crossing of the Red River, at the western end of the second section, to the boundary line of British Columbia, west of Jasper House; the fourth section to extend from the last-named point to the Pacific Ocean—the point to be named in a subsequent Order in Council after the completion of the surveys now in progress.

The Committee concur in the foregoing recommendations, and submit the same for Your Excellency's approval.

Certified.

(Signed)

W. A. HIMSWORDTH,

Clerk, Privy Council.

DEPARTMENT OF PUBLIC WORKS,
OTTAWA, 15th April, 1873.

Sir,—In view of an early decision as to the route to be taken by the railway through British Columbia, the Minister has sent for the Engineer-in-Chief by a cablegram of the 11th ultimo. As he is expected to arrive on or about the 23rd instant, you are directed to prepare a report giving your views as to the respective merits of routes Nos. 2 and 6, leading respectively to Burrard and Bate Inlets, in order that all the information obtainable may be laid before him on his arrival. Your report will, of course, be addressed to him.

I am, Sir,

Your obedient servant,

(Signed)

F. BRAUN,

Secretary.

H. J. CAMBIE, Esq.,
Engineer, C.P.R.