

distance, and cheaper works of construction than on the other line. The evidence of Captain Butler on this most important point is very conclusive. In his "Wild North Land"—page 356—he says:—"The Peace River affords a passage to the Western Ocean, vastly superior to any of the known passes lying South of it. It is level throughout its entire course. It has a wide, deep, navigable river running through it. Its highest elevation in the main range of the Rocky Mountains, is about 1,800 feet. The average depth of its winter fall of snow is but three feet. From the Western end of the pass to the coast range of mountains, a distance of some three hundred miles across British Columbia, there does not exist one single formidable impediment to a railroad." Contrast this with the country through which the Fleming line passes, from Yellow Head Pass by the Thompson and Fraser Rivers to Burrard Inlet—bristling with tremendous mountains, and necessitating works of construction involving an outlay of over \$80,000 per mile, exclusive of rails and rolling stock, as established from the tenders awarded for the sections from Yale to Kamloops—125 miles in length—and upon which basis the 500 miles in British Columbia would swallow up some fifty millions of dollars. We have given as lengthy a description of the climate and soil of the too great rival routes of the Pacific Railway as our limited space will permit. We shall endeavor, in a future issue, to show what should, and we hope will be, the action of the Government and people of the Dominion in face of the momentous issues which have been raised by General Hewson, and which, most assuredly, cannot be allowed to pass unchallenged.