

the Selkirks. Mr. Moberly's objective point was the mouth of the Kicking Horse, to reach which he crossed over to the American side, following up the Kootenay to Canal Flat and down the Columbia to a point which he believed to be the head of navigable waters, which he named, and is still called, Steamboat Landing. Here he built small boats, and launching them on the river (from here flowing North) reached a point just west of Kicking Horse Pass, under the shadow of a solitary cone-shaped mountain standing out sharp and clear against the Northern sky—a landmark for miles, and now called in honor of the explorer Moberly Peak. Here he pitched his supply camp—the first and oldest cabin in the mountains—and passed the winter of 1871-2, while the engineering party under his command were engaged in exploration. Before these explorations and surveys were fully completed he was, unfortunately, recalled by the Government; but notwithstanding these unsuccessful attempts that had been made, it was confidently believed by the promoters of the transcontinental railway scheme that a pass through the Selkirks existed that would furnish a feasible route. As a matter of record, Moberly's party did cross the range and camped on the Western slope at a point on the Illecillewaet, and that river was known to them and to settlers for some years afterwards as Moberly Creek.

It was, however, twelve years later, when, acting under the suggestion of Mr. W. Fernie, of Wild Horse Creek, and with a small escort of Shuswap Indians furnished by him, Major A. B. Rogers surveyed, and finally decided, that a