

River from some point on the main line east or west of Edmonton, the late examinations have established that such a line is perfectly feasible.

In former reports I have contrasted the Canadian Pacific Railway with the line running from New York to San Francisco. I now beg leave to submit a comparison with all the lines projected across the United States. The accompanying diagram (Plate No. 3) prepared from authentic information will establish beyond question, the advantages in respect to the leading engineering features which the line adopted to Burrard Inlet possesses. Of the four lines stretching across the continent, within the limits of the United States, no one of them is marked by general summits so low or gradients so moderate as the line to Burrard Inlet.

In the Appendix will be found notes on the route of the railway through British Columbia, by Major General Moody, R.E., formerly commanding the Royal Engineers in British Columbia, and forwarded to the Department. They give the views of this distinguished officer on the question of selecting Burrard Inlet as a terminus for the trans-continental railway.

EXPLORATIONS IN THE PRAIRIE REGION.

In my report of last year I submitted that the location, not only of the main line, but of all the subsidiary lines in the North-West, should be the subject of earnest consideration, and that the location of all lines of communication, whether constructed and worked by private companies or not, should be directly controlled by the Government. I beg leave to repeat the recommendation.

In order that the Government may be in a position wisely to exercise the control over the railway system of the North-West, a broad general scheme should be laid down for future guidance. It may, perhaps, be impossible to adhere, in every respect, to any pre-arranged plan, however carefully it may be conceived, but it should be the policy to follow it in its main features. The general interests of the country and the people who are to occupy it, demand that efforts should now be made to determine the leading avenues of traffic. Any scheme will be inadequate unless it takes into view the country, with its capabilities and possible requirements as a whole.