

no direct, and no easy pass. On any one of the projected lines construction will involve enormous outlay. Of course the route that the people of Vancouver's Island favour is to follow the Fraser River from Tête Jaune Cache to Fort George, and thence to strike across the country to Waddington harbour, at the head of Bute Inlet. As Lord Dufferin has pointed out, this means that eventually the railway must be carried down the bold rocky shores of the Inlet, across to Vancouver's Island, and on to Esquimalt. The cost of this latter undertaking, nay, the cost of the bridging alone is enough to put it wholly out of the question for the present. If Esquimalt had the population of New York, it might be entertained by practical men. There being thus a very indefinite prospect of extension to Esquimalt, the fact that Waddington harbour is called harbour only by courtesy, tells heavily against Bute Inlet routes.

In view of all the difficulties in the way, many who originally viewed with favour the idea of carrying an unbroken line of railway to the western coast of Vancouver's Island have abandoned it and would be content with a line ending at a good harbour on the mainland. Whether in that case the terminus should be Burrard Inlet or Port Essington, no one can say until the completion of all necessary nautical and land surveys. Each harbour has advantages and disadvantages that the other has not. The weight of naval evidence is at present in favour of Burrard Inlet. But Port Essington is 450 miles nearer the Asiatic coast, and 450 miles north of the boundary line. Possibly before this issues from the press, the Government may have selected the terminus and the line leading to it from Tête Jaune Cache. But the selection should not be made until all the facts of the case have been officially presented and duly weighed. The sin of delaying another year before beginning construction from the Pacific side is small compared with the sin of going by guess where interests of such magnitude are concerned.