

north branch. Here we get out of the region of uncertainty again into the famous valley of the North Saskatchewan, known through a century's navigation of its broad stream, and whose fertility is a proverb. It seems to be the plan of the railway to skirt this Saskatchewan Valley, keeping as far to the south as possible. The trial line now surveying passes sixteen miles south of Qu'Appelle, and will probably touch the Qu'Appelle River near Long Lake, then keep on south of the South Saskatchewan to a point above the mouth of its affluent, the Red Deer River. Here it will cross the Saskatchewan, and strike directly through the fertile Bow River regions to the Rocky Mountains. The immediate objective point here is Fort Garry on the Bow River, about latitude fifty-one.

The very day of my return to Winnipeg an announcement was made there of great significance to the future of the Canadian Pacific Railway. At a meeting of the principal directors, it had been decided to order the survey of three very important branch lines. One of these, to be called the Souris branch, will leave the main line at Brandon, cross the intervening country to a point near the confluence of Pipestone Creek with the Souris River, thence pass up the Souris Valley to the 104th meridian. Another to be called the Assiniboine branch, will leave the main stem east of Brandon, strike northerly through the line of settlements on the north bank of the Assiniboine, and finally reach the Touchwood Hills, almost due north of Qu'Appelle. This will satisfy the clamor of the towns along the line of the old survey for railway communication. A third branch, to be called the Saskatchewan branch, will leave the main line some sixty miles west of Qu'Appelle, near the junction of Long Lake with the river, pass northwestwardly along the lake to the South Saskatchewan, which it will cross near the fifty-second parallel, thence through the entire length of the North Saskatchewan Valley through Battleford to Edmonton. I also learned, what everybody within the reach of newspapers learned three weeks before, that the Winnipeg city council had voted a bonus to the Southwestern branch of the Canadian Pacific, and that work had been at once begun upon a line running from Winnipeg southwest to the Pembina Mountain, thence westward to the Turtle Mountain, thus opening to the world the whole