

off the great head of the Fraser, it crosses the latter near the mouth of Willow River; thence southwesterly to a point near the confluence of the Rivers Stewart and Chiloech.

The undersigned further recommends that communication be had to this effect with the Lieutenant-Governor of British Columbia, requesting that the lands along the line of railway, as herein described, and for twenty miles on each side of the said line be forthwith conveyed to the Dominion Government; and that it be represented that an Order of the Lieutenant-Governor in Council appropriating this tract of land will at present suffice as a sufficient conveyance of the same; but that it is further suggested that an Act be passed by the Legislature of British Columbia, conveying and vesting such appropriation in Her Majesty for the purposes of the Government of Canada, and to be appropriated in such manner as the said Dominion Government may deem advisable in furtherance of the construction of the said railway.

He further recommends that in order to give due information to the public and to prevent squatters or the pre-emption of any portion of the lands so conveyed, the Lieutenant-Governor should be invited to give public notice of the passing of such Order in Council, and the conveyance of the said lands as herein mentioned and therein comprised.

A. MACKENZIE.

OTTAWA, 18th April, 1878.

DEAR SIR,—I beg to call your attention to the letter and statement enclosed showing the marine disasters which have occurred in the waters of British Columbia and affecting the question of the railway route, and showing, I think, the great advantage of a terminus either at Esquimalt otherwise the west coast.

I am yours truly,

F. J. ROSCOE.

VICTORIA, B.C., 18th September, 1877.

SIR,—I send you the enclosed list of disasters that occurred to vessels in these waters from Race Rocks to Nanaimo since the year 1858, which is a formidable list for a man to tax his memory with, without notes of any description to help him.

You will find the list correct and they can all be proved, and I venture to say you can get no such lists from any other source. In the list there are two that occurred previous to 1858, viz.: "The Major Tomkins" and the "Waterwitch," and two or three that occurred above Nanaimo; with these exceptions they all occurred at and between the ports. Ten of these vessels proved a total loss and say forty to be seriously injured requiring extensive repairs, and there are also a number that I have not named, for I cannot particularize them at present, but I believe you will get all the information you require from the list. There are two or three vessels mentioned that I have forgot their names, but they can be easily procured if necessary. The American schooner wrecked in the Gulf of Georgia, Captain Lewis knows all about her. The English bark ashore twice coming from Moody's Mill in 1868, and seriously damaged. She was one of Mr. H. Rhodes' ships, and H.M.S. ashore in Haro Strait (I think the "Charybdis") was the one the coffer dam was built for to repair her in, if you should require any further information such as what damage was done, and the names of the pilots on board (if any) I should be very happy to furnish it as far as I can.

I am, Sir, your obedient servant,

P. PAMPHLETT.

U. F. TOLMIE, Esq., M.P.P., Victoria.