

of the country will render it necessary to carry the line along by Bute Inlet. It is important, therefore, to ascertain how Bute Inlet can be easiest reached from Tête Jaune Cache.

Although the attempt made last year to find a short line across the Cariboo country in the required direction proved unsuccessful, all farther efforts have not been abandoned. The work of exploration has been carried on during the winter and a diligent search will be continued wherever success is at all possible. Some hopes are entertained that a line may be found from the North Thompson across the Selkirk Range to the Quesnel Lakes and thence *via* Quesnel mouth to Bute Inlet, but should this fail, a careful examination will be made about fifty miles farther to the south on a line projected through by Horse Lake and Lake La Hache. Should all these explorations prove failures, it is confidently believed that it will be quite possible to reach Bute Inlet by a practicable line from Tête Jaune Cache, going round the Cariboo country on the north side along the banks of the Fraser River, and thence across the Chilcotin plains. The only serious objection to the latter route will be its length. The gradients can scarcely fail to be favorable on account of the line following the river for over 250 miles on a uniform and gradual descent.

Besides Burrards Inlet and Esquimault, other harbours accessible from the Pacific have been spoken of for the terminus. Of these may be mentioned Alberni at the head of Barclay Sound, another harbour at Nootka Sound, Bentick Arm, also Port Essington, or some suitable point at the mouth of the Skeena River. It is somewhat premature, however, to discuss the merits of any of these points without further information respecting the means of reaching them from Tête Jaune Cache.

In concluding a summary of what has been accomplished since the survey was instituted in June last, it is greatly to be regretted that more definite information has not yet been received respecting the explorations now in progress east and west of Lake Nepigon, in the rear of the rugged belt along Lake Superior.

Assuming however, and enough it is believed is known to warrant the assumption, that all difficulties in this quarter will be obviated, it may be claimed that the practicability and the general direction of the Railway Line from Ottawa to Fort Garry, thence across the great plains and the Rocky Mountains to Tête Jaune Cache has approximately been determined, and that from the last named point at least one line to the waters of the Pacific Ocean has been found practicable.

It will be interesting to compare some of the features of the line re-