

LETTER FROM SENATOR NELSON OF BRITISH
COLUMBIA.

OTTAWA, 13th June, 1883.

G. B. WRIGHT, Esq.

DEAR SIR—I have carefully examined your map, with accompanying explanations, of that part of British Columbia comprising the Kootenay Lake and River, the Columbia River, Eagle Pass, &c., and showing the line of your company's proposed railroad from the Kootenay Lake to the Columbia River. I have for some years been acquainted with the geography of that country as to its general character, and have more lately learned from various sources of its great mineral wealth, and I am convinced that the carrying trade and business of that country can only be secured to Canadian routes by the fulfilment of such a scheme as your company have undertaken. The trade of that portion of British Columbia must, I believe, become a large and most important one, and, in my opinion, will drift through United States channels, unless the waters of the Kootenay Lake and Columbia River are connected by rail, and steamers placed on the Columbia River, from the terminal point of the Kootenay & Columbia Railway to the crossing of the Canadian Pacific Railway, at Eagle Pass.

I am, dear Sir, yours faithfully,

HUGH NELSON.

(Extract from Mr. Moberly's Diary, 1866.)

Thursday, September 6th.—Ran down to the mouth of Kicking Horse River, where I took latitude, which is $51^{\circ} 18' 19''$ N. I then proceeded down the stream, and camped at the mouth of a creek that falls into the Columbia River on its easterly side, about 6 miles below the mouth of Blaeberry River. The Indians tell me that the valley of the Blaeberry River affords the best pass through the mountains to the eastward (see Dr. Hector's Report). They say the mountain sheep abound on the mountains south of this river, and the cariboo on those north of it, but that the latter is not found south of the mouth of Kicking Horse River; also, that the large salmon (white) do not go further up stream than the Kicking Horse River. The banks of the river are now covered with a dense growth of pine, cedar, spruce, fir, birch, &c. Road building along the right bank of the Columbia River, from its source to this point, will be comparatively easy.

Friday, September 7th.—Left camp at 7.30 A. M., and almost immediately got into a cañon where the stream is in many places very rapid and narrow, and the rocks of a slate formation. I think