

from the expedition, which examined the country on the eastern slope of the mountains, led to the abandonment of all farther work on the survey *via* Howse Pass.

Kamloops is an important point on the line which was being surveyed from New Westminster through the Eagle Pass to Howse Pass. The distance from Kamloops to a common point near Edmonton House, is not greater by the North Thompson and Yellow Head Pass, than it is by Eagle and Howse Pass, while all information goes to show that a very much better and less costly line can be had by the former than by the latter route.

Finding that Kamloops could be easier reached from the eastern slope of the Rocky Mountains by the Yellow Head than by the Howse Pass, there was no longer any object in continuing operations east of Kamloops on the latter route.

This led to the adoption by the Government on the 2nd inst., of the Yellow Head Pass as the *gate* to British Columbia from the east.

The adoption of the Yellow Head Pass has greatly simplified the Survey, and now the efforts of the whole staff in British Columbia, are concentrated on lines leading to one common point, viz: Tête Jaune Cache, in about longitude 120° and latitude 53° . It being impossible to reach the Pass selected through the Rocky Mountains from the west, without first touching the River Fraser at this point.

The next important consideration is the establishment of the Railway route from Tête Jaune Cache, to the Pacific coast.

It has already been mentioned that there will be no difficulty in building a railway with very favourable grades from Tête Jaune Cache to Kamloops. From Kamloops a survey has been made to Burrards Inlet (the harbour of New Westminster) except about seventy miles on the extreme western end of the line, and on the latter section no serious difficulties are believed to exist. This survey shows that a practicable line with favorable grades may be had, although the cost, particularly along the *canons* of the lower Fraser River, will be considerably above an average.

The Harbour of Esquimaux, near Victoria on Vancouver's Island, is strongly advocated by some as the point where the Railway should terminate. To reach Esquimaux without break, it will be necessary to bridge the Straits of Georgia in the neighborhood of Valdes Island where the channel is narrowest, and the question of bridging can only be settled by careful surveys now ordered.

Assuming that it may be found practicable to form a bridge connection between Vancouver's Island and the mainland, the physical formation