

W. D. Vereshoye, Esq.,
Pacific & Hudson Bay Ry. Co.
Vancouver, B. C.

Dear Sir,—

I have the honor to hand you a report on the proposed Pacific and Hudson Bay Railway in Canada, from Bella Coola, the proposed Pacific terminus, in the Province of British Columbia, to the Smoky River, the heart of the Peace River country in the Province of Alberta, a distance of 800 miles. Attached to this report there are the following exhibits, which will be referred to later:

EXHIBITS.

(a) A small scale map showing the Pacific Coast line from Vancouver north to Prince Rupert.

(b) Map showing Bella Coola and proposed harbor.

(c) Copy of Government Navigation Chart, showing Fitzhugh Sound, Burke Inlet and North Bentinck Arm, which form the approach to the Bella Coola harbor from the main Pacific Ocean.

(d) General map of the Provinces of British Columbia and Alberta, showing the route of the proposed railway.

(e) Condensed profile of the line, showing elevation and grades.

(f) Charts showing weather conditions in Canada, issued by the Railway Land Branch of the Department of the Interior.

SOURCE OF INFORMATION.

The information on which this report is based was obtained as follows:

The writer, in company with Mr. E. C. Harris, one of your Company, and Mr. C. E. Cartwright, Consulting Engineer, left Vancouver on the 18th of July, 1912, and travelled on the steamer Venture to Bella Coola, arriving July 21st. From Bella Coola we travelled by pack team over the proposed route nearly to Fort McLeod, and returned via Fort St. James and down the Stewart around Lower Nechaco River to Fort George by canoe; thence up Fraser River to Willow Creek, up the Salmon River a few miles and back to Fort George by canoe. Thence down the Fraser River to Soda Creek by steamer; thence by automobile to Ashcroft; thence via Canadian Pacific Railway to Vancouver,