

terminus of the line on the shore of the outer harbour, as I consider a terminus on the inner harbour—though, perhaps more convenient for the existing trade of the place—would be inconvenient and insufficient for the new trade that the railway would probably bring.

Before leaving Parry Sound, I made, according to your instructions, an examination of the harbour and channel. I went out in the tug boat belonging to the Parry Sound Lumber Co., and examined almost as far out as the lighthouse, distant from the village about twenty miles. I found the channel wide and well marked naturally, and of easy navigation. A squall came on which made the sea too rough for the tug, and prevented my going out quite so far as the lighthouse; but I saw very distinctly the rocks about it. Although the waves were too high for the tug boat, there was no sign of breakers near the channel except on the rocks which were visible, and on a shoal where a chart which I held in my hands shows a buoy and seven feet of water. It appeared to me that as far as the channel is concerned the chart is quite correct, except, perhaps, in one particular. The captain of the tug, who is a pilot of many years experience in the Georgian Bay, and who I believe from my experience of him on that day is thoroughly trustworthy, stated that he believes there is a sunken rock covered by about fifteen feet of water about three-quarters of a mile south east of Red rock adjoining the lighthouse rock, and that he believes the marking of this rock, if it exists, is the only thing wanted to make the chart of the channel perfect. He is not sure of the existence of this rock; but he suspects it on account of the colour of the water, one day when he was piloting a vessel over the place. There is abundance of good anchorage in places close to the channel besides those marked on the chart, and at the north end of Parry Island there is a wide bay, or rather a series of bays which give perfectly safe sheltered anchorage for vessels that may, if the railway should be constructed, be waiting for loading and discharging. It seems to me that about \$100 spent in renewing the few necessary buoys and beacons would make the channel as safe almost as it is possible for a channel to be. I do not know whether or not it is necessary to mention to you an idea which, I think from my having been spoken to about it, prevails with some people. I have been told that Parry Sound Harbor is most excellent *when one gets into it*; but that the channel to it is so narrow that one could at places jump ashore from the steamers passing through it. Whether this idea is widely prevalent or not, I do not know; but lest it should be, I think it well to take notice of it. The narrow channel which is thus spoken of is called the "Danbuno Channel," it being the one which the Danbuno steamer takes on her trips between Collingwood and Parry Sound; but it is not at all the channel that by which vessels from Lake Huron would enter Parry Sound. The Danbuno Channel goes down south, close by the west end of Parry Island, whereas the main channel out to Lake Huron goes out almost directly west.

In conclusion permit me to say that I have given an unbiased report—although I would desire to advocate the construction of the railway, because I believe it would confer on the country at large a great benefit, by opening up a wide district of good land for settlement; by giving an impetus to the growth of various industries in the country, by means of the water power of the many streams and lakes on its route; by giving facilities for great economy in lumbering, and by giving, by its shortness and consequent cheapness of land transit, greater encouragement to the trade of the west to pass through the country.

Mr. H. J. Hubertus, who projected this railway, took part in the expedition, and a lively interest in the survey, gathering what information he could over a wide district, as to the character and capabilities of the country passed through.

Throughout the survey I was met in a very friendly spirit by all persons on the several routes examined, and they gave me all the assistance and information which they could give, several voluntarily accompanying me to show me through lands with which they are acquainted.

SANDFORD FLEMING, Esq.,  
Chief Engineer,  
Canadian Pacific Railway.

I have the honor to be, Dear Sir,  
Yours very sincerely,  
(Signed), LEON G. BELL.