

ined every part of it myself. The objectionable pass, now known as Rogers Pass, I had not been through, but formed my opinion about it from Mr. A. Perry's report made to me in 1866.

In due course I reached Victoria, after a long and tedious journey, that had consumed much time, and as I knew there was a great deal of extremely difficult work, of the very greatest importance, for me to do the next season, and for which I had to make various extensive preparations, that would require my personal supervision in many different places scattered throughout an immense territory, where travelling and transportation had to be done almost entirely on the backs of animals, I did not go to Ottawa, as it would be only a useless waste of time. The

IMPORTANT SURVEYS

I proposed making during the year 1872 were as follows:

1. A careful location survey from the Columbia River through the Howse Pass.
2. A trial survey through the Selkirk Range by the valleys of the Illecillewaet River and Rogers Pass.
3. A trial survey across the Selkirk Range by the valleys of Gold River and Gold Creek to ascertain what length of tunnelling would be required to connect those valleys.
4. A survey from Revelstoke around the bend of the Columbia River to connect with the survey via Gold River and Gold Creek, and with the survey through Howse Pass.

At this time I was so confident where the best line for the Canadian Pacific Railway ought to be located that I had decided to go on with the location surveys after making the above surveys and getting the approval of the engineer-in-chief, which I never doubted for a moment would be given, and had I been allowed to carry out the above work, which Mr. Gillette's report to me about a line through the Howse Pass fully justified and endorsed, millions of dollars would have been saved to the country, and the Canadian Pacific Railway Company would have had a far better, less expensive and safer line to operate than the present line through the Rogers and Kicking Horse Passes, and make better time over it, and consequently be enabled to have their transportation charges lower than the heavy operating expenses of the present line through the Rocky and Selkirk Mountains, compels them to make, and the people of the country to pay.

Soon after I reached Victoria I forwarded my reports, etc., to Ottawa, and requested the engineer-in-chief to allow me to increase my engineering staff. I shortly afterwards received a telegram from the engineer-in-chief informing me that a trial location through the Howse Pass was considered most important. This telegram led me to infer that the line I had taken so many years to explore and discover, and which I was quite confident would be the best to adopt for the proposed Canadian transcontinental railway, would be adopted.

I at once let contracts for large quantities of supplies to be forwarded at once, and delivered to me at Kinbasit's Landing, at the upper Columbia River, to which point boats I had instructed the engineer at Howse Pass to have built and sent, to convey the supplies to the various points along the Columbia River where they would be required.

I now engaged the additional engineers and men required to carry out the extensive surveys I proposed to make during the Summer of the year 1872, and, having equipped them and closed all business affairs in Victoria, I embarked the party on board a steamer that was to sail for Olympia at 3 o'clock on the following morning, and I proposed to accompany the party.

At 11 o'clock that night I received a message from Lieutenant-Governor the late Sir Joseph W. Trutch, requesting me to see him at once at Government House, and on my arrival here he handed me a telegram he had received from the engineer-in-chief, desiring him to inform me that the Yellowhead Pass had been adopted for the Canadian Pacific Railway and that I was to take charge of and make the survey through it, and convey my survey parties and supplies to it by way of the Athabasca Pass.

These instructions completely staggered me. I knew that there was not a person living at that time who had such a knowledge of the country, its great possibilities and requirements, as myself, and I could foresee the future inevitable consequences that would follow by locating the Canadian Pacific Railway on a line far distant from the southern boundary of the Dominion, and thus leave the future trade and commerce of the immense belt of the richest and most important portion of the country, extending from the Pacific Coast to the Red River, and from the 49th parallel of latitude to a great distance north of it, to be tapped and drawn away into United States channels by American Railways. It was very disappointing to one after all the years and money I had spent to prevent the possibility of such an eventuality, and at the same time to obtain the best commercial line for the Canadian Pacific Railway.

It is almost needless to say that I was thoroughly disgusted at the unpatriotic action of the engineer-in-chief in causing the abandonment of the line I proposed for the Canadian Pacific Railway west of the Lake of the Woods, before I was allowed to complete the surveys I intended to make as before mentioned in a thorough and satisfactory manner.

I did not feel the interest in the surveys I had to make from then onward, for I was certain that

I WAS DOING WORK AT GREAT COST

to, and against the interests of the people of the whole Dominion, and particularly against those of British Columbia, and they were then all paying liberally and most generously to have work performed in the most efficient manner to promote their interests, when really what was being done by the surveys