

with our instruments, nor could we retain our footing on the steep and slippery side of the mountain, and as the snow continued to fall all day I saw that I could not get this all-important portion of the line properly surveyed, and that to remain any longer on the mountain would cause the death of all our animals, I reluctantly ordered the party to proceed to the depot until better weather set in.

I remained a few days at the depot waiting for the Columbia River to freeze in order that the ice would be strong enough to travel on, and, having got snowshoes made, and men set at work to build boats that I proposed to use in connection with the surveys I intended to make the following year around the Big Bend, I instructed Mr. Gillette as soon as the weather permitted to push forward the survey of the line down from the summit of the pass to the bank of the Columbia River. The next Summer when I reached the Howse Pass, on my way to the Yellowhead Pass, Mr. Gillette informed me that the result of the surveys he had made satisfied him that a good line could be obtained through the Howse Pass, and he was of the same opinion as myself, that a great mistake was made by the engineer-in-chief in abandoning that line in favor of the Yellowhead Pass.

Accompanied by my ever-faithful Indians and the late Hon. Mr. Todd, I started for a long snowshoe walk to New Westminster, and proceeded down the Columbia River to the latitude of Gold River, in order to see if I could get a line through the Selkirks by a high pass between the headwaters of Gold River and those of Gold Creek, or if it would be possible to connect those valleys by a tunnel. If I could get a line this way it would very materially shorten the distance between Revelstoke and the Howse Pass.

After a very fatiguing journey through the Selkirk Mountains by this high pass, in which we were very nearly buried beneath an immense avalanche that came roaring down the steep mountain side when we were near the summit, we reached the almost deserted mining town on French Creek that I had before visited in the year 1866, when I constructed a trail between it and the Seymour Arm of Lake Shuswap.

I here met

#### SEVERAL OLD ACQUAINTANCES.

and the following afternoon went on to McCulloch's Creek, which was entirely deserted, and the remains of the few buildings still standing were in a very dilapidated condition. Two more days' travel against a strong head wind, which was excessively cold, brought us to Mr. Mohun's winter quarters at The Big Eddy, just before Christmas Day.

I spent a few days with Mr. Mohun's party waiting for the plan and profile of the line surveyed through the Eagle Pass, which I found showed that a very good location could be obtained, and then having arranged with Mr. Mohun to push forward the survey through the Selkirk range by the valley of the Illicilwaet River, and the pass by its south-easterly fork, which was discovered, as before mentioned, by my as-

sistant, Mr. Albert Perry, in 1866, and was subsequently very improperly named Rogers Pass, I resumed my way westerly through the Eagle Pass to the Great Shuswap Lake.

The weather had now turned quite warm which caused the ice on the Eagle River to be unsafe in places, but as travelling through the thick underbrush, etc., covered with deep soft snow, was very fatiguing and disagreeable, we preferred risking the way by the ice, and consequently all the party, at different times, experienced the discomfort of one or more cold baths.

When we reached the Sicamous Narrows we found there was no ice, and crossed the narrows in a log canoe, and then resumed our way along the south shore of the Salmon Arm.

I was anxious to examine a gap in the low range of hills between the Salmon Arm and the main or easterly arm of Shuswap Lake that I had noticed when first exploring through that lake in the year 1865. This gap, now known as Notch Hill, would, if practicable for railway construction, much lessen the distance that a line for a railway would otherwise have to take to reach Shuswap Lake.

Directing the members of my party to remain on the shore, while I tried to cross Salmon Arm on the rather rotten ice to see if it was strong enough for them with their packs, which contained all the plans, profiles, field books, etc., etc., connected with the exploratory surveys so far made by me, and the loss of which would have been a serious calamity, I started on my adventurous trip.

When about half way across the Arm I fell through the ice, and, being encumbered with rather heavy clothing, I had a long and hard struggle to save my life. When nearly exhausted and benumbed by the ice-cold water, by spreading my snowshoes under my body in order to cover as large an area of the rotten ice as possible, and thus prevent its breaking under the weight of my body, I managed at last to scramble out and reach the shore, where my Indians were in a half-frozen and miserable plight.

We pursued our way along the south shore, and when we were at a point opposite Notch Hill we found the arm clear of ice, and made a raft and crossed to the southerly end of the Notch. The next day we walked through the Notch, when I found it would be the best route for the railway, and in due time reached Cache Creek, from which place there was telegraphic communication with Ottawa, and I sent a telegram to the engineer-in-chief to the effect that a good practicable route for the Canadian Pacific Railway was a certainty from Burrard Inlet to the prairies east of the Rocky Mountains, and that the surveys had progressed in a satisfactory manner.

I was now perfectly certain, within a possible deviation of a few hundred feet, or a shortening of the line by a tunnel through the Selkirk Mountains, between the valleys of Gold River and Gold Creek, what the location of the Canadian Pacific Railway should be from Vancouver through the mountain region of Canada, for I had exam-