

That that information gave three definite feasible routes across British Columbia, viz., from the Yellow-Head Pass to the mouth of the Fraser River, and from the same Pass to the Bentinck Arm (Bellacoola), and a northern route, infinitely easier and very little longer, via the Peace River Pass to Port Simpson at the mouth of the Skeena. As to reaching Vancouver's Island by continuous rail, the difficulty, and apparent impossibility of such a project was shown by the memorialist as the result of previous explorations in which he had been personally interested.

That in connection with the above information, Mr. Fleming suggested to the memorialist that it would be well for the scheme and in the public interest, for the memorialist to publish it. This, the memorialist at once, did in the *Brochure* (a book of about 120 closely printed pages), with a valuable map, by Arrowsmith, from the Hudson's Bay Company's private charts—best authority on the subject.

The preparation—hurried and difficult at the time with a sacrifice of much profitable professional duties—cost the memorialist a great deal.

Nothing was stated or agreed on as to the cost of publication. The work, from its nature—a sort of blue book, with dry statistical details—was not calculated for general reading, and sale, and was more for distribution where it might benefit the scheme. A few copies were sold by the publisher—say about 50 out of the issue of 500; the rest were bought by the memorialist from the publisher at a cost of about two hundred and fifty dollars, and were gratuitously distributed by him so beneficially as to enlist the first responsible promoters of the scheme, and inspire a practical degree of confidence in it. The facts on this point, though generally known, and privately, from highest quarters, acknowledged and commended, have never been publicly stated; and the memorialist is reluctant to enter upon any exposition in this relation. Suffice it for the present, on this head, to refer to the authoritative statements (certificate *ad hoc*) of Mr. Fleming—paper A, annexed, and other accompanying certificates, &c.

That these statements also allude to the special value of the memorialist's information—as subsequently found to be correct—of the extraordinary fertility and fitness for settlement and economic development of the vast region beyond the so-called "Fertile Belt" of the Saskatchewan.

That the memorialist was the first to draw notice to this fact. That that fact, as Mr. Fleming says in his said certificate, "certainly weighed very heavily in the scales when the question of the route of the Pacific Railway was under consideration."