

I, as many are doing, charge you with favoring a line away to the north of all settlement, with a view to punishing recalcitrant Columbians.

I am willing, and I do, give you credit for an anxious desire so to locate the line that its "*capacity as a commercial as well as a political*" road would be fully brought out.

Before proceeding to argue on the relative merits of this or the other route, I will simply endeavour to inform you of what I, in common with many others, *know* of the surveys made on the route in question, and after having given this your serious attention, you will quickly perceive whether, in the interest of the Dominion of Canada, it would be well to continue making a line westward from Fort George, without at the same time ordering further surveys to be conducted on the cañons of the Fraser River.

The anxiety of the Canadian Government to complete the survey of a country in which they had agreed to commence railway construction inside of two years, was so great that in one or two instances the work of preliminary survey was unavoidably placed in the hands of extremely incompetent men, and the consequence was that work of little or no utility was the result. Such was the case with that portion of the work about which I propose to write, namely, the cañons of the Fraser.

You are aware that a first class wagon road—a road unequalled, indeed, by any on the Continent of America—was made through the cañons in 1864.

It struck the gentleman who had immediate charge of the survey in that locality, that a great deal of hard climbing and rough work might be avoided by keeping the line of wagon road, and when I tell you that there are as many as three deflections in as many miles, varying from 100 to 500 feet each, you can easily imagine that a railway survey following these deflections, and taking the sinuosities of the road with them, could have been none other than one which the Engineer-in-Chief would quickly condemn; and when I add further that while the Transit man was following this line, his Levellers were quite as

busily engaged in running theirs at a distance varying from 100 to 500 feet below him, you will at once perceive how thoroughly worthless was the work performed in the cañons.

The plans and profiles were thrown aside when submitted to the Engineer as useless, and were afterwards destroyed by fire in the department buildings.

If, then, I except 16 miles directly above Yale (a careful survey of which was made by Mr. Cambie on one side of the river only). I am correct in saying that any information you may possess, must be other than that obtained by actual survey. I know further that the 16 miles above alluded to, is recognized as by far the most difficult, and presents more engineering difficulties than any other portion of the much dreaded cañons of the Fraser.

I know also that the survey of the Fraser River below Yale was made in connection with the Coquella route, and is consequently on the opposite side from Yale and was run so as to necessitate the bridging of the Fraser at a very wide point, and one which would interfere with the navigation of the river. All this would be obviated by keeping the Yale side of the Fraser.

This is what I know of the circumstances connected with the survey of the Fraser, and it may be summed up as this: that, with the exception of the 16 miles hurriedly run by Mr. Cambie, no survey has been made of the line between Burrard's Inlet and Lytton.

I am aware that it may be urged that some portion of the line between Lytton and Kamloops will be very heavy, as it must pass along a number of apparently loose sand and gravelly hill sides. These, however, when our wagon road was being constructed, were found to be not so formidable as was expected, as the banks become much more solid as they are dug into, and only in a few exceptional cases will expensive retaining walls be necessary. As to the route from Kamloops northward, there is but one opinion, and that is that it is extremely favorable.

To return to the cañons of the Fraser, they have been open to travel