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It was early seen that the Yellow Head Pass offered more than usual advantages for a line of railway crossing the Rocky Mountains, and that according to the information we possessed, that pass might be held to be a definite governing point by which the whole location would be controlled.

The most persistent efforts were made for several years to discover a line running directly west from Yellow Head Pass to the coast. They were fruitless. It was eventually established, that on the railway reaching Tête Jaune Cache, a point some fifty miles west of the Yellow Head Pass, two routes only could be advantageously taken.

The one, following a north-westerly course to a point near Fort George, turned south-westerly to gain the Valley of the Homathco, by which it found a passage through the Cascade Range to tide-water at Waddington Harbor. From Waddington it was projected to follow the rocky and precipitous side of Bute Inlet, and it was proposed to form a connection with Vancouver Island across the Strait of Georgia. Three subsidiary lines were suggested in connection with this route. One to leave the line near Fort George, and to run to Dean Channel; the second on a more westerly course to reach the Pacific at Gardner Inlet; a third following a north-westerly direction, to find an outlet by the Valley of the River Skeena. Of these four lines, the location which led to Bute Inlet, as giving assurance of a possible railway connection with Vancouver Island, was the only one which obtained any general local support.

The second line, on leaving Tête Jaune Cache, followed the Valley of the Rivers Albreda and Thompson to Kamloops, and proceeded by Lytton at the junction of the Thompson with the Fraser, descending the Fraser to Burrard Inlet.

Although the Yellow Head Pass was recognized as an important objective point affording an easy entrance from the east into British Columbia, through mountains previously pronounced impenetrable, the more northern passes of the Peace and Pine Rivers attracted attention, and opinions were expressed that they offered a natural passage for the railway through a fertile district with a salubrious climate.

This territory had been partially explored. Sir Alexander Mackenzie discovered the Peace River, and traced it to its source in 1793. Sir George Simpson followed it