

belonging to the Government, prepared by the interested parties, and has now been made available to the public. This report, after a careful study of the various proposals, and summarizing the results of the public hearings, described in detail the various routes investigated by the Commission, and analyzed the information obtained on the natural resources of the country, its climate, snow-fall, and so forth.

The Commission has embodied in its Report a great deal of relevant data, including estimates of costs, and will be of service to the Government when the time comes to consider the desirability of building such a highway. Having brought together this information in its Report, the Commission concludes that either of the two main routes investigated, known as the "A" and "B" Routes, is practically feasible from an engineering point of view. It is understood that the British Columbia Commission concurs in this conclusion.

These routes, the former nearer the sea and the latter nearer the mountains, are shown on the map accompanying the Commission's Report. The "A" Route commences from the vicinity of Fort St. James, in northern British Columbia, and by way of Alton, near the British Columbia-Alaska border to Fairbairn, and then thence to the Alaskan boundary. The "B" Route from Prince George extends northwards, what is known as the Rocky Mountain Trench to the Yukon and from there to Dawson and the Alaskan boundary. The Commission, after examining the advantages and disadvantages of each route, concludes that the "B" route would best fulfill the purposes of the proposed Highway.

In its consideration of the proposed highway and Commission has assumed that the existing boundary between British Columbia and the United States, as shown on the map, is correct. It is suggested that the boundary north of the highway wherever it might be adopted, and changes the position of these existing roads to approximately the 1700 feet contour line. The suggested standard of the highway.

The Commission finds that approximately the 1700 feet contour line is a reasonable boundary, and would allow for a highway route, which would be a highway route. The Commission estimates that the cost of a highway completed to the point mentioned, but exclusive of paving, at from \$50,000,000 to \$60,000,000, but as these figures are based upon recent estimates, and the cost of materials, the Commission would estimate that the cost of a highway route would be approximately \$70,000,000.

The Commission expresses its appreciation of the cordial cooperation of the Government of British Columbia in placing all relevant maps and engineering data at its disposal, and in authorizing it to incur the expense of additional field surveys by its engineers.