

extend up the Bella Coola Valley to mile 61, and then loop up the Hathnareo River to the plateau between the Hathnareo and Salmon Rivers to mile 94; thence along the Salmon Valley to Cateho Lake at mile 133; thence down the Entiaco, Upper and Lower Nechacco River Valleys to mile 294, crossing the Lower Nechacco River and Grand Trunk Pacific Railway at this point; thence up the St. James River Valley 20 miles; thence in a generally northerly direction up either the Swamp or the Salmon Rivers to the Arctic Divide to mile 335; thence down Long Lake River Valley to a point 6 miles north of Fort McLeod at mile 396 on the Crooked River; thence up the Parsnip and south side of the Misinchinka River Valley to Pine River Pass at mile 434; thence down the south side of Pine River Valley to mile 451, where it will probably cross same; thence down the north side of Pine River Valley to where it will cross same at mile 539; thence eastwardly up Favel Creek to mile 558 at the Summit; thence down Prairie Creek; thence up Cut Bank Creek to the divide between Cut Bank and Pouce Coupe River at mile 594; thence eastwardly either down Dawson or Saskatoon Creek to the crossing of Pouce Coupe River at mile 618; thence eastwardly across Horse Plains, Bear Creek, Spirit River Prairie, to Spirit River, mile 684; thence in an easterly direction to Burnt River at mile 697; thence eastwardly one-half mile south of Egg Lake to the Smoky River at mile 737 from Bella Coola, and just north of the mouth of Bad Heart.

ALIGNMENT.

Referring to Mr. Cartwright's report, the alignment will be comparatively light between Bella Coola and Fort McLeod, excepting in ascending from the Bella Coola Valley to the plateau, where 10 degree maximum curves will be used, while a 6-degree maximum will cover all other parts of this portion of the line, from 2 to 4-degree curves will predominate.

From Fort McLeod to Smoky River the curvature will be generally from 2 to 4 degrees, and a maximum 6 degrees, excepting where passing through the Rocky Mountains, near Pine Pass, where 10 degree maximum curves will have to be used on heavy work.

GRADES EAST BOUND.

Referring to exhibit (e) it will be seen that the first 100-mile division will have a 1% maximum grade against traffic going east by using a pusher engine on 12 miles of a 2.2% grade. On the whole of the balance of the line there will