

deliberations, prepared for the information of the Government of Canada the very comprehensive Report which has now been tabled. This Report, after surveying the results of previous inquiries, and summarizing the evidence obtained at the public hearings, describes in detail the various routes investigated by the Commission, and analyzes the information collected on the natural resources of the regions traversed by various proposed routes, the character 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, that 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 concluded that either of the two main routes investigated, known as the "A" and "B" Routes, is practicable from an engineering point of view. It is understood that the United States 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 runs roughly from the vicinity of Fort St. James, in northern British Columbia, and by way of Atlin, near the British Columbia-Yukon border to Whitehorse, and from there to the Alaskan boundary. The "B" Route from Prince George extends north through what is known as the Rocky Mountain Trench to the Liard River and down the valley of the Pelly to the Yukon and from there to Dawson and the Alaskan boundary. The Commission, after balancing the advantages and disadvantages of each route, concludes that the "B" Route would best fulfil the purposes of the proposed Highway.

In its consideration of the proposed Highway and Commission has assumed that the existing roads of British Columbia from the international boundary north to Prince George and Fort St. James would form part of the Highway whatever route might be adopted, and confines its consideration of these existing roads to an estimate of the cost of bringing them up to the suggested standard of the Highway.

The Commission finds that the length of the Highway from Vancouver to the Alaskan boundary would vary from about 1700 miles to about 1900 miles according to the route adopted.

The Commission estimates the cost of a highway completed to the required standard, but exclusive of paving, at from \$25,000,000 to \$30,000,000, but as these figures are based upon reconnaissance surveys they are only approximate. The "B" Route would be somewhat shorter than the "A" Route and would cost less both to construct and to maintain.

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 at considerable expense additional field surveys by its engineers.