

In the valley of the North fork, between Grand Forks and Franklin camp, there are some 20,000 acres, taking the average width of the valley as three-quarters of a mile and the length as forty miles, with the addition of probably 10,000 acres in the tributary valleys of the West fork, and streams like Meadow, Bluejohn, Franklin, and Savage creeks, making a total of approximately 30,000 acres of fertile, well-watered land.

The conditions of soil and climate are very similar to those prevailing in the country in the immediate vicinity of Grand Forks, which has proved so productive under cultivation. Between Grand Forks, B.C., and Danville, Wash., there are approximately 2,200 acres of land under cultivation at the present time. The average annual yield of crops from this land at the present time is about \$25 an acre, while in ten years the maturity of the young orchards should increase this to about 5,000 acres, with a total average production of about \$80 an acre. The climatic conditions of the valley of the North fork and its tributaries would be somewhat more severe than those prevailing in the immediate vicinity of Grand Forks, but the difference is not as marked as would at first seem to be the case. The altitude above sea-level at Grand Forks is 1,700 feet, while the altitude at Franklin camp, forty-five miles up the valley of the North fork, is only 2,800 feet, or 1,100 feet higher, so that the general average for the valley between Grand Forks and Franklin would be approximately 2,250 feet, which, in this section of the Province, is very favourable to the cultivation of average crops of grain, fruit, and vegetables. Figuring the average future yield at \$50 an acre as against \$20 for the Grand Forks land, which is certainly conservative, we would have an annual production of \$1,500,000 from the agricultural resources of this district alone; and it does not seem at all unreasonable that these figures might easily be surpassed, as this does not take into consideration any additional production which might be caused by intensive farming.

There are also large areas of uplands on the rolling hills on both sides of these valleys which should make ideal land for grazing purposes, and there is no doubt that there would be a very considerable production from the development of cattle- and sheep-raising industries if transportation conditions were practicable for such.

RAILROAD CONSTRUCTION.

The distance of approximately twenty-five miles from the present terminus of the Kettle Valley line at Lynch creek to Franklin, following the general course of the North fork and the East branch of the North fork (see Map No. 1), would afford an easy grade of only about one-half of one per cent. The cost of construction of such a road should not be more than the average cost of railroad in British Columbia. There are no serious engineering difficulties to overcome, and there is less bridge-construction and rock-work than is usually found necessary in a line of this length in the average mountain road of the Province.

In comparison with the benefits to be derived from the development of the agricultural, mining, and timber resources of the district, the cost of such a road is almost insignificant.

Without the road, the development of the district is practically impossible, for the reason that people with capital will not invest in the development of resources where the market for their product, be it lumber, grain, or ore, is shut off by transportation costs which eliminate the possibility of profit.

GENERAL CONCLUSION.

After thorough observation of the various conditions indicative of the future possibilities for the development of the natural resources of the district examined, and after careful consideration of the facts derived from this examination, as herein stated, it is our opinion that the development of the agricultural, timber, and mineral resources is impracticable under the present conditions of transportation; but that with transportation facilities provided for by the extension of the railroad from Lynch creek such development would be entirely practicable, and in all probability of inestimable value to the Province.