

From careful inspection of the country through which the line passes, and an examination of the plans and profiles so far as the line is finally located, between the summit of the Gold Range and the summit of the Rocky Mountains, one hundred and fifty miles, I am satisfied that this section of the road can be constructed at an average cost not exceeding thirty-three thousand dollars (\$33,000) per mile, including station buildings, etc.

In view of the rugged mountain country, through which the line passes, from Savonas' Ferry to the summit of the main range of the Rocky Mountains, a distance of two hundred and ninety miles, and the dense timber obstructing the successful exploration of the country over most of the distance, you have an exceedingly cheap line to build, costing far less per mile than the mountain work of the Union and Central Pacific Roads.

The alignment is good, and the gradients, with the exception of the west slope of the Rocky Mountains, and over the Selkirk Range, in no place on the mountain section exceed sixty-six feet per mile.

On a portion of the West slope of the Rocky Mountains, and parts of both slopes of the Selkirk Range, grades of one hundred and sixteen feet per mile exist, but they occur within a comparatively short distance and can be easily and economically operated by the use of special locomotives, such as are used on similar gradients elsewhere.

I gave some attention to the nine miles of temporary track that has been built around a tunnel, and some heavy work in the vicinity of Mount Stephen, for the purpose of saving a year's time in completing the road through to the Pacific. This part of the road has four per cent. grades, and curves of ten degrees. As far as I examined this temporary line, I found it thoroughly built, with seventy pound rails (per yard), and first-class fastenings. It will answer